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The radical tech secrets of  
Porsche's 5 Series rival



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IMAGE

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**COMPARISON**



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67.3 (4.2) – 80.7 (3.5), Combined 55.4 (5.1) – 68.9 (4.1), CO<sub>2</sub> Emissions 119 – 106g/km. These official EU test figures are to be used as a guide at £14,895 OTR including Tangerine Orange pearl paint at £495. \*On the road price of £12,725 applies to New Generation i20 Coupé SE 1.2 petrol manual. 5 Year Unlimited Mileage Warranty

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The mpg figures quoted are sourced from official EU-regulated test results (EU Directive and Regulation 692/2008), are provided for comparability purposes and may not reflect your actual driving experience.

**[ford.co.uk/fiesta](http://ford.co.uk/fiesta)**



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You couldn't make it up:  
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Glickenhaus about his racer  
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Secondhand Nissan Leafs from £8k

'The Mercedes-AMG GT's  
stability encourages you to  
lean on it with confidence'

Nic Cackett, p26



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MG 6 vs Skoda Octavia: plus-size five-doors do battle



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**THIS WEEK'S TOP FIVE**

### NEWS

#### Shanghai motor show

All the top car launches and gossip from the show



### BLOG

#### Matt Burt

The view from the Shanghai show floor



### FIRST DRIVE

#### Alpina XD3

Facelifted version of Alpina's take on the X3



### MOTORSPORT

#### BTCC round two

Race report and highlights from Donington Park



### VIDEO

#### Lamborghini Huracán GT3

On track in the racing version of the Huracán



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New XC90 points to a revitalised, more confident Volvo

# Volvo has big plans but modest goals

**NEXT MONTH THE** new Volvo XC90 will hit UK roads. Meanwhile, the firm is readying a new S90. By 2020 it will have refreshed its entire range and introduced new models in key segments, including the lucrative small SUV market.

For a company that lost its identity under Ford's stewardship and faced instability following its sale to Geely, it has emerged with surprising – and appealing – clarity about its future products, ambitions and core values.

Yet Volvo's growth plans remain resolutely modest. It wants to move sales from 450,000 to 800,000 cars by 2020 and get a 2% share of global sales. This, it reasons, is enough to get a profitable, sustainable business with no need to chase market share and risk over-expansion.

Such an attitude is in stark contrast to that of the premium powerhouses, which seem hell-bent on outselling one another at any cost. It's an eye-grabbing strategy, but it

leaves questions about the future should sales demand dip or residual values be undermined.

Given its recent past, Volvo's attitude is understandable – and potentially the better long-term bet.



**JIM HOLDER** EDITOR

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Official fuel consumption for the Fabia range in mpg (litres/100km): Urban 46.3 (6.1) - 72.4 (3.9); Extra urban 67.3 (4.2) - 91.1 (3.1); Combined 58.9 (4.8) - 83.1 (3.4). CO<sub>2</sub> Range 110 - 88 g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results.

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# THIS WEEK

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**AUTOCAR  
IMAGE**



## Porsche's 5 Series rival

■ All-new executive saloon to spawn two radical electric models ■ Rear-mounted motors ■

**W**ork is well under way on radical electric versions of Porsche's upcoming new executive saloon. Autocar can reveal that there will be both battery electric and hydrogen fuel cell versions of the new BMW 5 Series rival and that their powertrain will be mounted in the rear.

Autocar has uncovered much of the engineering thinking behind this new car from a series of patent applications filed in Germany, China and the US.

Ulrich Hackenberg, R&D boss of Porsche's parent

company, the Volkswagen Group, gave teasing details of Porsche's radical plans for electrified cars at a press gathering on the night before VW's annual conference in March. At the event, Hackenberg surprised industry observers with additional plans for a hydrogen fuel cell vehicle.

Porsche's Panamera Sport Turismo – which was first revealed in 2012 – is said to give strong clues about the look and size of the new model line.

The patents show that the Porsche EVs will sit on a substantially new structure, although it is based on an

adaptation of the upcoming MSB platform, which will be used for the new Panamera, future Bentley models and the new Porsche executive saloon, known as the Pajun.

The battery-powered version will have at least a Tesla-matching 420bhp, but there's no clue yet about when it will arrive in showrooms. The best estimates suggest a market introduction in late 2017 or early 2018. The version powered by a fuel cell stack looks likely to arrive in limited-production runs shortly afterwards.

There's no news on the likely

range of the EV, but it will at least match the 265-mile US government rating achieved by the Tesla Model S. It's possible that the battery electric version of the car will be called the Porsche 718 and the fuel cell version 818.

The clever packaging of the new car also makes it easy to produce it in both battery and hydrogen-powered forms. This will give Porsche a big cost advantage compared with existing fuel cell vehicles such as Toyota's Mirai, which uses a bespoke platform.

Porsche engineers have decided not to try to adapt an

existing platform (like Nissan's Leaf) or build a completely new platform (as start-up brand Tesla did). Instead, they have cleverly adapted the new MSB platform by carrying over the front and rear crash structures and the longitudinal members (or sill structures) and then substantially modifying it to accommodate batteries and rear-mounted motors.

According to the uncovered patents, which were filed in December last year, Porsche engineers have designed a new structural rear-mounting system for the electric drive motors.

Porsche's electric saloon is tipped to go on sale in 2017-2018

# goes EV

At least 420bhp and a 265-mile range

This makes the powertrain itself part of the 'eMSB' structure, which will help to stiffen the rear end, improve the overall rigidity and ensure resilience in a rear-end impact.

In addition, company engineers have patented something called an 'impact plate', which is also part of the platform's new structure. These plates will be fitted between the battery cells, running across from one sill structure to another.

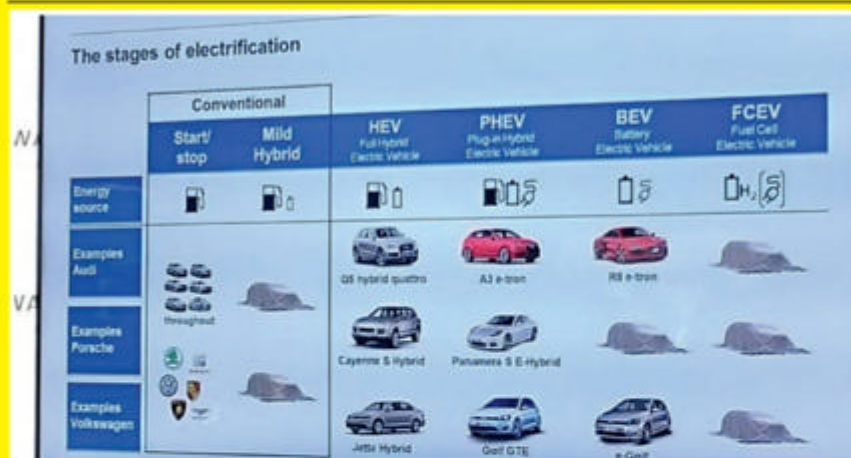
This will give the floor greater rigidity and improve side impact performance. The batteries themselves use

'pouch cells' and are mounted in rigid frames.

At the front – where the conventional subframe would be a vital part of the car's safety structure and essential to the rigidity needed for good suspension control and steering accuracy – Porsche engineers have designed a new, patented "supporting frame" with "a crossmember and stiffening struts running diagonally... to form a load path that runs obliquely".

The rear-mounted electric powertrain is expected to be similar in principle to that used in the Audi R8 e-tron, with →

## How the Volkswagen Group will expand its electric line-up



ULRICH HACKENBERG, the Volkswagen Group's overall boss of research and development, flashed up this very revealing slide to journalists the night before the group's annual financial conference last month.

Until then, the company had been relatively mute about electric and hydrogen vehicles sitting above the production e-Golf. However, Hackenberg did reveal that VW's fuel cell vehicle would be based on the front-wheel-drive MQB family, making use of the

technology packages from the battery Golf and hybrid Golf.

The Porsche EV and hydrogen fuel cell models will be based on the heavily re-engineered eMSB platform. The Audi fuel cell model in Hackenberg's chart is based on the brand's new MLB platform and is tipped to be a Q7-based low-roofed sporting SUV.

Although this looks like unnecessary duplication of effort within the VW Group, it has long been a policy of VW that internal competition between the brands is desirable.



## INDUCTION CHARGING

Porsche is designing an induction charging system for the new EV. This will eliminate wall chargers and heavy-duty cables, which are not popular with customers in the premium market.

## COOLING ROTOR

A recent patent filed by Porsche and published on 13 November 2014 shows a design for cooling an electric motor with oil.

← two motors, one for each rear wheel. However, the Porsche design is more advanced.

The patent describes it as a "hollow portal axle... that accommodates two electric motors". The assembly also has a step-down gear mechanism for each wheel. "A separate connection from the wheel to the step gear allows the wheel to be mounted in a non-rigid manner." Decoded from the

patent language, this all-in-one unit is unusually compact and can be mounted low down. (The centre line of the electric motors is well below the centre line of the car's rear wheels.) This means the car should have reasonable boot space, even with the electric control unit mounted above the motor.

Porsche will also be able to retain an independent rear suspension system and the

twin rear motors will be able to deliver a significant amount of torque vectoring, greatly aiding turn-in.

This rear-engined arrangement is not only relatively space efficient but also means there's room under the bonnet for a fuel cell stack. Even so, no engineering detail has yet emerged on how Porsche will be able to package gas tanks and a small battery pack into the eMSB architecture.

With all the re-engineering going into the drivetrain and lower structure, the rest of the new car will be much closer to its internal combustion-engined sister model. The upper structure, most of the

exterior skin and interior will be shared with the Pajun.

However, it's thought the EV will get distinctive nose and tail treatments, as well as changes to the instrument cluster.

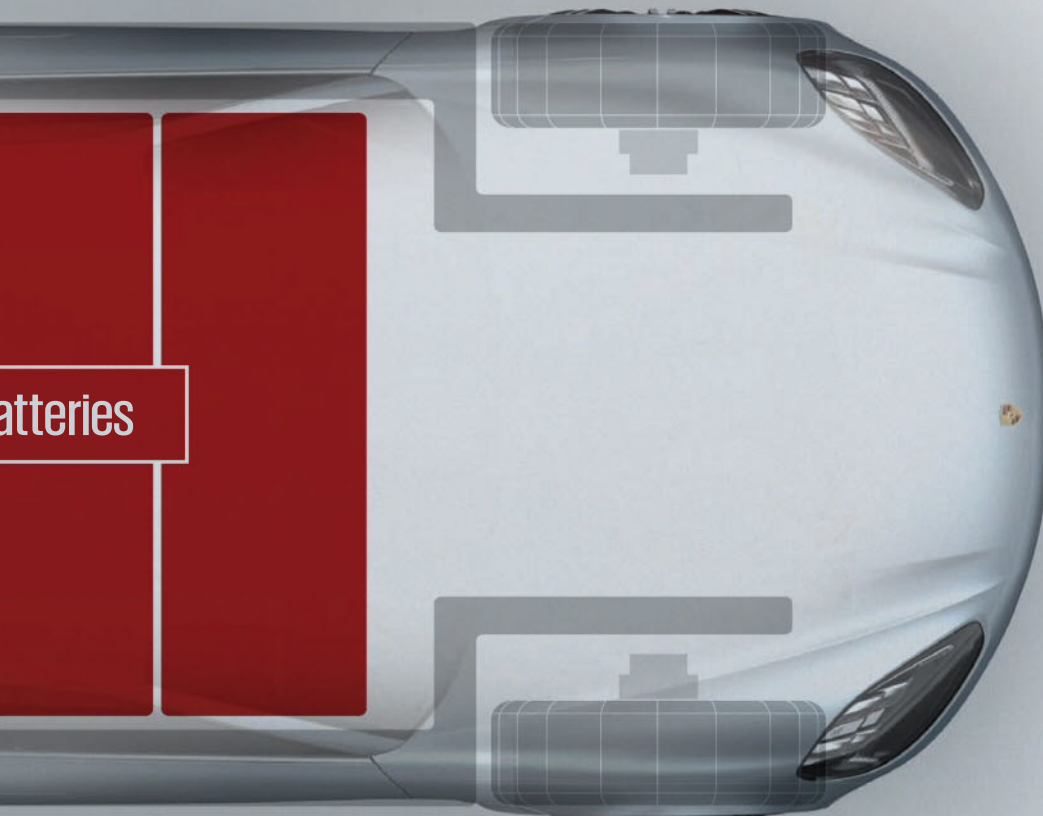
Porsche is also developing its own induction charging system to allow the battery pack to be topped up without

the need for cables and heavy-duty sockets while parked at the owner's home.

The EVs are expected to be popular on the west coast of the US, in China's biggest cities (where there is a big push to 'new energy' vehicles) and other Asian wealth hotspots. **HILTON HOLLOWAY**

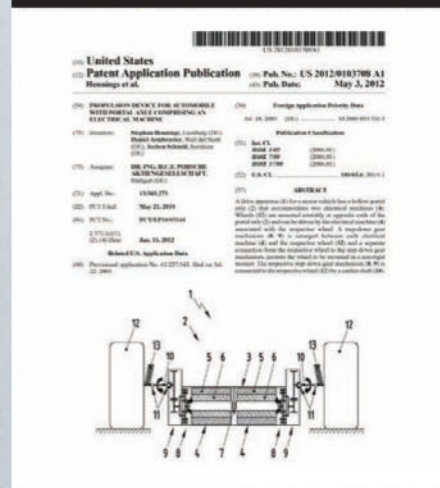
**With the motors in the rear, there's room under the bonnet for a fuel cell stack**

## batteries



## REAR POWERTRAIN

Rear-mounted powertrain uses two motors and packages the reduction gear in the same casing. The 'portal axle' allows the motor unit to be sited below the centre of the wheels.

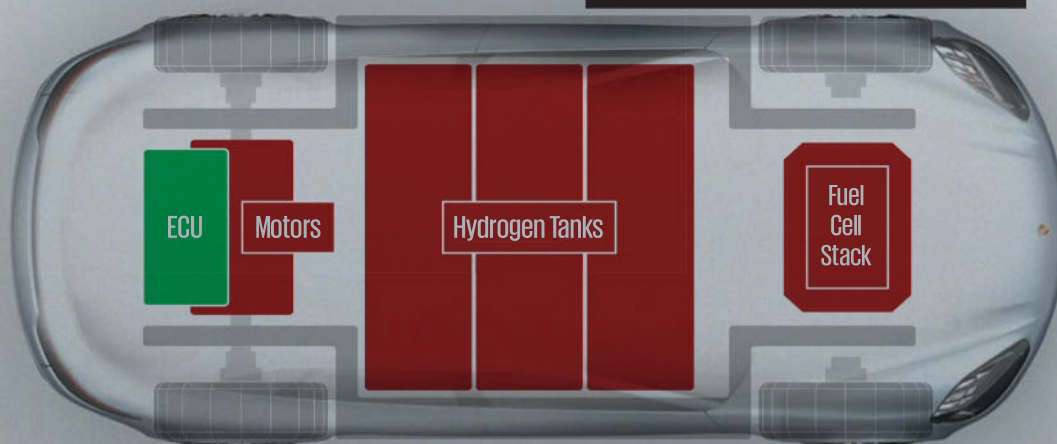
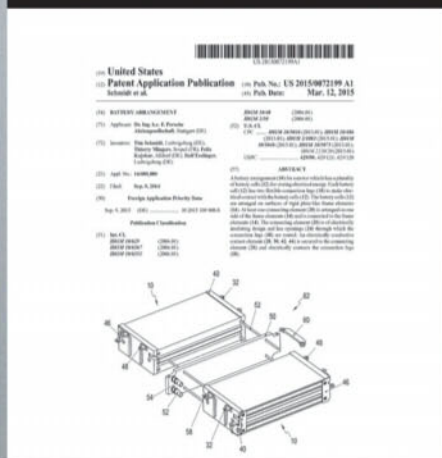


## FUEL CELL VERSION

Little engineering detail has emerged, but it is certain to be a variation of this rear-engined EV. Packaging the hydrogen tanks will be tricky, but raising the floor might suggest that it could be better sold as a high-roofed crossover, redolent of a larger Macan.

## BATTERY PACKS

The patent drawing for the battery packs, which use pouch cells mounted inside rigid frames. Slim 'impact plates' will run between the battery packs, connecting the sills.



## The blueprint for Porsche's new super-saloon

PORSCHE UNVEILED THE Panamera Sport Turismo concept in 2012, giving a very big clue to its intention to build a more compact car than the Panamera.

This concept was not a pure battery car but hinted at the plug-in hybrid powertrain that Porsche was engineering for a future Panamera hybrid, which emerged a year ago.

It used a 94bhp brushless synchronous electric motor, mounted within the forward section of the gearbox. This was supported by a 328bhp 3.0-litre V6 petrol engine. A

9.4kWh lithium ion battery was sited low in the boot floor.

The electric motor and petrol engine provided a combined output of 410bhp – sufficient for a claimed 0-62mph time of less than 6.0sec. The combined fuel consumption was put at "better than" 80.7mpg and CO<sub>2</sub> below 82g/km.

Porsche claimed an all-electric range of 18.6 miles at up to 81mph, which was pretty much proven when this powertrain was launched in the Panamera.

There have been rumours

that the so-called Pajun (an internal name that means 'Panamera Junior') might be released as an EV and fuel cell vehicle only, but it is unlikely that Porsche would invest so much in a car that had such relatively low sales.

The Pajun is aimed at the top end of the market for mid-size executive saloons. This segment is thought to account for more than one million sales annually and is currently dominated by Audi, BMW and Mercedes-Benz. It's thought to be one of the most lucrative of all car segments.

New exec Porsche will draw on the Panamera Sport Turismo's looks



# Merc previews new X4 rival

Mercedes-Benz plans to take on the BMW X4 with a production version of this concept, unveiled in Shanghai

**M**ercedes-Benz has provided an early glimpse of its upcoming BMW X3 rival, the GLC, with the unveiling of the Concept GLC Coupé. The production version of the GLC is due to appear later this year with similar styling, dimensions and mechanical package.

Revealed at the Shanghai motor show, the high-riding four-door coupé also serves as a thinly veiled preview of a new BMW X4-rivalling sporting SUV that will take the GLC Coupé name into production in 2017.

Confirming that the new show car is more than a flight of fancy, Mercedes' head of design, Gorden Wagener, told Autocar: "The Concept GLC Coupé gives a foretaste of future SUV models while embracing the typical values of Mercedes-Benz coupés."

At 4727mm long, 2000mm wide and 1593mm tall, the GLC Coupé is 57mm longer, 120mm wider and 28mm lower than the

X4. It also rides on a wheelbase that is 17mm longer than the BMW's, at 2827mm.

Compared with the outgoing GLK, it is 192mm longer, 160mm wider and 77mm lower.

The sporting SUV rides on a modified version of Mercedes' modular high-strength steel MRA platform, as found beneath the latest C-Class. It is allied to an aluminium-intensive suspension that uses a combination of double wishbones up front and multi-links at the rear.

Although it has not been officially confirmed, Autocar can reveal that production versions of the new GLC and its swoopy-styled GLC Coupé sibling will have the option of rear air springs, following the lead taken by the C-Class.

Power for the new concept car shown in Shanghai comes from a twin-turbocharged 3.0-litre V6 petrol engine, one of a number of units that will be made available on the

GLC, according to senior Mercedes sources. The twin-turbo V6 kicks out 362bhp and 383lb ft of torque – 60bhp and 88lb ft more than the most powerful petrol-powered X4 model, the xDrive35i.

This particular engine is set to power a GLC450 Coupé AMG model, in line with moves made with the larger GLE450 Coupé Sport shown earlier this year.

Channelling these reserves to all four wheels is Mercedes' new nine-speed 9G-Tronic automatic gearbox and 4Matic four-wheel drive system.

In a clear hint that Mercedes intends to put the Concept GLC Coupé into production, officials revealed in Shanghai that the company's SUV line-up would eventually extend to seven models. Included is the GLA, GLC, GLC Coupé, GLE, GLE Coupé and GLS, as well as the traditional G-Class, which is set to be substantially updated in 2017.

**GREG KABLE**



Concept GLC Coupé gives "a foretaste of future SUV models"



## New entry-level McLaren priced from £126,000

McLAREN HAS SHOWN off its most affordable model yet, the 540C Coupé, at the Shanghai motor show.

The 540C sits below the recently revealed 570S in McLaren's new Sports Series range of models. It has been

priced from £126,000, some £17,250 less than the more powerful 570S, and brings McLaren closer to more 'mainstream' sports cars such as the Audi R8 and Porsche 911.

The 540C uses a 533bhp version of the twin-turbo

3.8-litre V8 engine used in the 570S, in which it develops 562bhp. Peak power arrives at 7500rpm in the 540C and maximum torque of 398lb ft is available between 3500rpm and 6500rpm. The '540' name refers to the engine's

output in metric horsepower, which is 540PS.

Power from the mid-mounted engine is sent to the rear wheels through a seven-speed dual-clutch automatic gearbox. The 0-62mph time is put at 3.5sec, the 0-124mph time is 10.5sec and the top speed is 199mph. For comparison, the 570S covers 0-62mph in 3.2sec and 0-124mph in 9.5sec and can reach a top speed of 204mph.

The 540C's official combined fuel economy of 25.5mpg and CO<sub>2</sub> emissions of 258g/km are identical to the more powerful 570S's.

The 540C is built around a carbonfibre chassis called MonoCell II and features aluminium body panels. It

has a dry weight of 1311kg, just 2kg lighter than the 570S and about 150kg less than the next lightest sports car, the R8.

There are small aerodynamic changes to the 540C compared with the 570S, plus new-look alloy wheels measuring 19in in diameter at the front and 20in at the rear.

The 540C also gets revised damper tuning, designed to make it more comfortable for daily driving.

Unlike the other model in McLaren's range to use the 'C' suffix – the 625C, which is available in Asia only – the 540C will be available for sale globally. It can be ordered now ahead of deliveries early next year. The 'C' is understood to stand for Clubsport.

OFFICIAL PICTURE 



## Peugeot 308 R Hybrid packs a 493bhp punch

PEUGEOT'S SHANGHAI motor show star is this potent 308 R Hybrid concept, a plug-in hybrid with a combined output of 493bhp and 538lb ft of torque.

The concept car is a hybrid version of the 308 R concept revealed in 2013. The new model is powered by a 267bhp 1.6-litre petrol engine from the Peugeot RCZ R coupé and two electric motors. Combined, they give the car a 0-62mph time of 4.0sec and CO<sub>2</sub> emissions of 70g/km. A six-speed automatic gearbox is used to drive the wheels.

The 308 R Hybrid has been adapted to cope with the extra power on offer, with

the front and rear tracks both widened by 80mm. It sits on 19in alloy wheels clad with 235/35 R19 tyres.

It sends power to all four wheels and has upgraded brakes front and rear. There are four driving modes: Hot Lap, Track, Road and ZEV.

Hot Lap mode is designed to make the most of the car's power. Track allows access to 395bhp and uses the petrol engine and the rear electric motor, with the front one acting as a booster for acceleration.

Road mode has 296bhp and uses the petrol engine, supplemented by the rear motor for acceleration.

ZEV runs on the electric motors only.

Peugeot has not revealed how far the car can travel on electric power alone, but it can be fully recharged on a fast charger in 45 minutes.

At the front, the grille has been modified and features a chequered pattern and the bonnet has two air scoops. The car is more understated at the rear, with a narrow spoiler at the top of the tailgate. There are two more air scoops on the bumper that help to keep the battery cool by drawing out hot air.

There is no word on whether the Hybrid R will make it into production.



OFFICIAL PICTURE 



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**PureTech**

**PEUGEOT RECOMMENDS TOTAL** Official Fuel Consumption in MPG (l/100km) and CO<sub>2</sub> emissions (g/km) for the 308 GT Line are: Urban 43.5 – 65.7 (6.5 – 4.3), Extra Urban 64.2 – 83.1 (4.4 – 3.4), Combined 54.3 – 76.3 (5.2 – 3.7) and CO<sub>2</sub> 119 – 97 (g/km).

MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only and may not reflect actual on-the-road driving conditions. \*Passport 1.9% Representative APR up to 37 months. Terms and conditions apply, participating dealers only or visit [peugeot.co.uk](http://peugeot.co.uk). Peugeot Motor Company is acting as a credit broker and is not a lender. We may introduce you to a limited number of lenders to finance your purchase. Over 18s only. A guarantee may be required. Finance provided by and written quotations available from PSA Finance UK Ltd t/a Peugeot Financial Services, Quadrant House, Princess Way, Redhill, RH1 1QA. All offers available on qualifying vehicles ordered and registered between 01.04.15 and 30.06.15 or until such time as they may be withdrawn by Peugeot at its complete discretion. Excess mileage charges may apply. Visit [peugeot.co.uk](http://peugeot.co.uk) for full terms and conditions. Information correct at time of going to press.

**NEW PEUGEOT 308 GT LINE**

**MOTION & EMOTION**



**PEUGEOT**

**SPY SHOT**  
MINI CLUBMAN



New interior design will be introduced across Mini's line-up

# Mini Clubman grows up

New Clubman gets a bigger body, four side doors and new-look premium interior

**T**he Mini Clubman has been caught in the final stages of testing at the Nürburgring ahead of its summer unveiling.

Mini design chief Anders Warming has previously told Autocar that the exterior styling of the new Clubman will stay true to the 2014 concept car that previewed it. These revealing spy pictures bear that out and confirm that the new Clubman will be a radical departure from the current model.

The new Clubman will have

a more conventional estate layout, with four side doors in place of the 1+2-door layout of today's car. There will also be a side-hinged split 'barn door' tailgate, a feature carried over from the current model.

The Clubman will grow in length to about 4.2 metres, 26cm longer than the current car, and it will be 16cm wider.

Autocar understands that the interior of the new Clubman is significant in setting the future template for Mini cabins.

There is an admission from senior company sources that

the interiors of Minis have become too fussy and too tied to history. The company now feels it has paid its dues in this respect, so the Clubman will get a new cabin design that will eventually be introduced across the future range.

The look is understood to include a new dashboard top moulding with a higher centre console and features that reduce the visual bulk and lift the quality feel of the cabin.

While being premium, the cabin is also understood to offer passenger and luggage

space that's competitive with models in the larger C-segment, such as the Ford Focus and Volkswagen Golf. Mini hopes an entry-level price of about £17,500 will allow it to steal sales from these models.

Sources have also confirmed the Mini's famed sharp driving dynamics will remain in the Clubman, despite the premium push. Engines will be shared with the new hatchback models, meaning turbocharged three-cylinder and four-cylinder petrol and diesel units.

**MARK TISSHAW**

**THIS WEEK**

## Confidential

THE NEWLY INDEPENDENT DS brand will stand apart from rivals through a combination of avant-garde design, cutting-edge technology and refinement, according to its boss, Yves Bonnefont. In particular, the brand is expected to spearhead the roll-out of PSA Peugeot Citroën technology. "As the premium brand in the group, it is logical that we will showcase new breakthroughs," said Bonnefont.



GLITCHES IN BMW'S carbonfibre production process are said to be behind the early struggles of the firm's i division – but they've been ironed out in time for the material to play a part in the next 7 Series. The material will be sourced from the same factory in Washington state that produces the carbon weave used in the i3 and i8. The factory is currently using two production lines, although there remains scope for this capacity to be doubled.

TOYOTA REMAINS committed to the D-segment targeted by its latest Avenis, which made its public debut in Geneva last month. Rival Honda has said it won't sell the next Accord in Europe, but Toyota's European planning chief, Karl Schlicht, told us: "We've heard the rumour that we're walking away, but that's not true."

KIA HAS ANNOUNCED plans to sell 500,000 cars in Europe in 2020 – a 41% hike over 2014's sales. Kia Europe boss Michael Cole says B-segment models such as the Rio offer the "biggest opportunity" for growth as the company's market share is just 2.5%. An Optima estate, increased fleet sales and "professionalisation" of the dealer network will also be key contributors to achieving that target.

## Vauxhalls to become 4G hotspots

VAUXHALL WILL BEGIN converting its new and future models into 4G mobile hotspots when it launches its Onstar connectivity system in selected models this year.

The system will be either optional or standard across Vauxhall's range within a couple of years and bring a level of car connectivity yet unknown in European cars.

Vauxhall plans to offer it as standard in the new Astra from October and the first



year's connection will be free. From then on, an annual fee of "tens of pounds, not hundreds" will be payable.

As well as providing 4G

connectivity for up to seven devices in one car, Onstar offers enhanced safety and security. If an airbag deploys, for instance, an

Onstar-equipped car will automatically alert operators in a call centre, who will call assistance if needed.

Onstar operators can also provide information about points of interest and send a route to the car on request. It also can provide tracking information for stolen cars.

If an owner is willing, Onstar will even send information about impending mechanical problems to an owner's local dealer.

### QOROS SIGNPOSTS NEW SUV

Qoros, the Chinese start-up brand, has unveiled an SUV concept at the Shanghai motor show. It is based on the same all-new platform that underpins the Qoros 3 saloon and hatch and is expected to go on sale at the end of the year.



### REVISED EVOQUE HITS 68MPG

The facelifted Range Rover Evoque will cost from £30,200 when it goes on sale this year. It will be the most efficient Land Rover yet. With its new 2.0-litre Ingenium turbodiesel and in front-drive form, it offers an official 68mpg and 109g/km.



# Volvo S90 is 'quite impactful'

Volvo UK boss talks up the eye-catching design of the new flagship, which will be launched next year

**T**he new Volvo S90 – the replacement for the S80 – will have even more impressive exterior and interior design than the new XC90 in a bid to draw buyers away from the Audi A6, BMW 5 Series and Jaguar XF, according to Volvo UK managing director Nick Connor.

The S90 is expected to be launched next year and take some design cues from the Volvo Concept Coupé of 2013. An estate version, named Volvo V90, will follow shortly afterwards.

The S90 and V90 are expected to be offered with the

same choice of powertrains as the XC90. The UK market will focus on the 394bhp T8 'Twin Engine' plug-in hybrid and the D4 and D5 diesel engines.

Connor added that the new S90 would continue to push Volvo down its own, independent path.

"Volvo now has the self-confidence to go its own way. We have no interest in copying the German brands," he said. "There is no point in trying to outhandle the 3 Series or whatever. We have our own values around exterior and interior design, safety, comfort and powertrain

advancements that stand out for their own qualities.

"The S90 clearly demonstrates the transition we are going through. I actually think people will be even more surprised when they see it than they were when they saw the new XC90. It really is quite impactful – a car that your eye just keeps getting drawn to.

"The design and dimensions make it a far more premium-looking car than the S80, the interior is an evolution of the XC90's but a step up again, and it has a real distinction about it."

**JIM HOLDER**

## Volvo backs plug-in hybrids

**EVERY NEW VOLVO** will have a plug-in hybrid variant, UK managing director Nick Connor has confirmed. Connor cited the fact that advance UK sales of the new plug-in hybrid Volvo XC90 are currently more than four times expectations as an indication that acceptance of the technology is finally starting to accelerate.

Volvo had expected sales of the £65,000, 394bhp T8 plug-in hybrid version of the XC90 to be 2-5% of pre-sales, but it's actually at about 20%. Business users in particular are finding its £180 benefit-in-kind rating attractive.



# Civic coupé spells out new look for five-door



**THE FRONT HALF** of the Honda Civic coupé, revealed at the recent New York motor show, is near identical to the next-generation five-door, according to Honda UK boss Philip Crossman.

Only the rear third of the five-door differs from the coupé. Both models share a new, global Civic platform that will also yield a Type R, a four-door saloon and,

although it has yet to be confirmed, possibly a Tourer.

The new Civic is about 18 months away, said Crossman, and development of the model in Japan, the US and the UK is well under way.

There's also likely to be a hybrid version. "We'll come back with a class-leading hybrid powertrain in the next five years," said Crossman, "and it's likely to make as

much impact as the VTEC valve system."

Crossman admitted that Honda has fallen behind with hybrids, despite being the first manufacturer to launch one, with the Insight coupé.

Honda's Swindon plant will build the five-door Civic for all markets around the world, including the US and Asia, where demand for the hatchback version is rising.

## VOLVO LOOKS TO ONLINE SALES

Volvo will trial more online car sales after all 1927 £65k launch-edition XC90s sold out in 48 hours. Fifty-four were sold in the UK. The V60 Polestar is now available to order online and UK boss Nick Connor said online initiatives will grow.



## MASERATI CONFIRMS HYBRIDS

Maserati will launch its first plug-in hybrid models in the second half of 2017. Company boss Harald Wester has confirmed that hybrid versions of the Quattroporte, the Ghibli and the upcoming Levante SUV are inevitable.



AUTOCAR  
IMAGE

## Volvo V40 could be next for Polestar treatment

VOLVO IS CONSIDERING a high-performance Polestar version of its V40 hatchback to join the 346bhp V60 Polestar estate in its high-performance sub-brand.

Volvo UK boss Nick Connor said: "We would like to see more Polestars." He added he "would like to see a V40 Polestar" in particular.

That he willingly suggested

this implies there's more than a passing chance of this model happening. The company's performance division certainly needs more than one limited-edition model (125 V60 Polestars are UK-bound) if it's to make a lasting impact.

Volvo has the powertrain hardware in the shape of the new 315bhp version of

the 2.0-litre four-cylinder Drive-E engine, as used in the new XC90. That output would put a V40 Polestar on a par with the 296bhp Volkswagen Golf R, the 316bhp-plus Ford RS Focus, the 306bhp Honda Civic Type R and the 355bhp Mercedes-Benz A45 AMG.

The V40 is also available with four-wheel drive, a Haldex system used on the

ultimate version of the Cross Country models.

Connor said: "We need to extend the offer, because [such models] are brand builders and a statement of our engineering prowess. But it has got to be done at a price people can afford. These kinds of cars are not cheap to engineer.

"I don't think it's a brand

that can stretch across the entire range. An XC90 Polestar doesn't make much sense to me, especially when we have a 400bhp plug-in hybrid on sale that delivers so much performance. Polestars should be specialist, unique, low volume and desirable."

Connor also ruled out a return to the British Touring Car Championship for Volvo.

## BENTLEY CONSIDERS A SECOND SUV

Bentley engineering boss Rolf Frech has confirmed that a smaller SUV than the upcoming Bentayga remains "a possibility". The prospect is attractive to Bentley not just because of the sales potential, but also because Volkswagen's new MSB architecture that will underpin both the new Continental GT coupé and Speed 6 sports car is easily adaptable to the format.

However, Frech emphasised that no decision has been made yet and, even if it were, it might result "in a different kind of car". It is not clear what he was alluding to, but a crossover SUV in a similar vein to the wildly successful BMW X6 is a clear possibility.

Upcoming Bentayga may be joined by a smaller SUV model



## JAG XE ENTERS PRODUCTION

The new Jaguar XE saloon has officially begun production at the Solihull plant of sister brand Land Rover. The all-new model officially entered production last Monday. It will be joined at the Land Rover plant next year by the F-Pace SUV.



## REVISED PICANTO FROM £8345

The facelifted Kia Picanto city car is on sale now, priced from £8345. It gets new front and rear styling as part of its facelift, as well as an optional Sports package. Two petrol engines and five trim levels are available.



OFFICIAL PICTURES



# C Coupé previews VW's future

Sleek 242bhp hybrid concept reveals Volkswagen's new vision for its upcoming premium saloons

**V**olkswagen has revealed its C Coupé GTE concept, which previews the look and technology of "future top saloons" from the brand.

VW design chief Klaus Bischoff said the C Coupé GTE shows the way for future VW premium models. "The evolution of the VW design DNA shown here will accompany us worldwide – also on the way to the new Phaeton," he added.

At just over five metres long, the concept is 1930mm wide and has a 3001mm wheelbase.

Wide tracks – 1634mm front and 1624mm rear – are complemented by 22in wheels.

The exterior is the most striking expression yet of VW's developing design language, which is dominated by what the firm refers to as "horizontal lines and sharp, precise edges".

VW also highlights what it calls the "prestige clearance" – the distance between the leading front door shutline and the centre of the front axle. According to VW, the "longer this measurement, the longer

the bonnet can be without increasing the front overhang".

The front-drive concept uses a 207bhp four-cylinder petrol engine coupled to an eight-speed gearbox and an electric motor, with VW claiming total system outputs of 242bhp and 369lb ft. It can travel 31 miles on electric power alone and has a 0-62mph time of 8.6sec, with CO<sub>2</sub> emissions of 55g/km. The transmission allows the car to pull away in electric mode before the engine cuts in. It also has a coasting function.



C Coupé GTE's cabin is designed with the Chinese market in mind

# High-rise Prologue points the way to next A6 Allroad

OFFICIAL PICTURE



AUDI HAS REVEALED another take on its Prologue concept in the form of the 724bhp plug-in hybrid Prologue Allroad variant at the Shanghai motor show.

As well as showcasing a new design lineage, the concept provides hints about the next-generation A6 Allroad due to be introduced in 2017.

The Prologue Allroad is powered by a new petrol-electric plug-in hybrid system that is currently in development. It uses a new

twin-turbo 4.0-litre V8 engine developed in co-operation with Porsche and set for use in future models from both car makers as well as Bentley.

The new engine, which will be a replacement for the existing 4.0-litre V8 used by Audi and Bentley as well as the 4.8-litre V8 used by Porsche, is combined with an electric motor mounted within the car's eight-speed automatic gearbox to provide combined system outputs of 724bhp

and 664lb ft. Energy for the electric motor is provided by a 14.1 kWh lithium ion battery.

Audi quotes a 0-62mph time of just 3.5sec, along with an average economy figure of 117.7mpg and CO<sub>2</sub> emissions of 56g/km. The Prologue Allroad is also said to have an electric range of 33.6 miles. Along with conventional plug-in charging, the high-riding estate features wireless charging technology that allows its battery to be charged inductively.

## SCIROCCO GTS REVEALED

The GTS version of the facelifted VW Scirocco has been unveiled in Shanghai. It gets the 217bhp 2.0 petrol turbo motor from the standard Scirocco coupé but adds a host of visual upgrades. Expect a UK price of around £30,000.



## NEW TECH FOR ALHAMBRA

The facelifted Seat Alhambra, seen here for the first time, will be powered by more efficient engines and feature Seat's new-generation infotainment system. The cleanest version will be a 148bhp diesel that emits 130g/km of CO<sub>2</sub>.





## Winterkorn wins

MARTIN WINTERKORN has emerged victorious in the battle for leadership of the VW Group after being criticised by VW supervisory board boss Ferdinand Piëch.

In a statement, VW said: "Prof Dr Martin Winterkorn is the best possible chairman of the board of management for Volkswagen. Prof Dr Winterkorn will pursue his role as chairman with the same vigour and success as before."

The rebuff of Piëch is unprecedented, and a decision to extend Winterkorn's contract in defiance of Piëch's move to unseat Winterkorn will be seen as the end for Piëch's reign as the company's master engineer and strategist.

Piëch's criticisms of VW's woes – low profit margins and poor sales in the US – remain valid, but his ability to force the VW board to change direction has been curtailed.

VW admits the C Coupé, which has impressive rear leg room and luxury twin rear seats, is aimed at the Chinese market. The car is designed to be driven by a chauffeur during the week and the owner at the weekend. It features a 'chauffeur mode' that filters information about the owner's schedule and transfers it to the infotainment system, so the chauffeur has a driving schedule and the sat-nav can calculate the day's route.

In a further effort to appeal to buyers in China, where the colour gold is associated with wisdom, tolerance, patience and power, the paint finish has been dubbed 'Golden Atmosphere'.

The exterior also features extensive ambient lighting. The outline of the VW badge is illuminated by a thin LED strip, as is the leading edge of the bonnet, the headlight bezels, wing vent details and windscreen A-pillars.

**HILTON HOLLOWAY**

OFFICIAL PICTURE 



## Vignale set to grow

THE PRODUCTION VERSION of the Ford Mondeo Vignale has been revealed, with prices starting at £29,045 for the luxurious range-topper.

It is intended to give owners a more luxurious experience in terms of both the car and their interaction with Ford dealers.

The Vignale range is set to grow, with the S-Max next in

line for the treatment. Only larger models are expected to join the line-up, which means the Kuga and Galaxy are likely to get Vignale versions, while the Fiesta and Focus are not.

The Vignale range will remain branded as Fords, rather than breaking free in the same way that DS has from parent firm Citroën.

Tester's Notes

# Matt Prior



Bugatti's next hypercar is tipped to do 286mph



One side of you is cold. That's because the duvet you've wrapped over you doesn't quite reach down to the mattress beneath, and a draught is slipping in below it.

You're perched perilously close to the edge of the bed, so much so that if you stick out a knee it's dangling in the cold night air. But there's no way to solve it. No amount of shuffling or easing backwards will change things. It's not likely to because your partner's backside – a nice backside, but a cold, immovable backside – is pressed firmly into the small of your back.

You can't grumble. Not really. "I just want to be near you, darling," is a sweet, compelling, unarguable statement. But as you glance around in the gloom, at the spacious bedroom, in which sits a super king-size bed, you sigh.

All that effort you went to, to work hard at school, so you could get fine exam

## All the excess in the world counts for nothing if you're unable to make the best use of it

results and better yourself in further education, where you deliberately avoided late nights out and nobody was interested in a late night in with you. But you stuck it out to get a good job, so that you'd one day buy a nice house, a nice house with a large main bedroom, big enough for a super king-sized bed to nestle comfortably against one wall and still be surrounded by lots of floor.

All so that, yes, finally, you could believe that you've made life as comfortable for yourself

as you possibly could. After all those years of hard graft, at the end of a long, stressful day you have your reward: a near two-metre-wide bed in which to sleep precisely as you please. Stretched, relaxed, starfished, all akimbo. It's up to you. There is ample room.

Except there isn't. You peer over your partner, enviously eyeing the multiple acreage of soft, willing mattress and duvet on the other side of them, like a pony gazing at the lush green meadow on the other side of the fence of its muddy winter paddock, and wondering where it all went so right, and yet so wrong.

All that space on a 6ft-wide mattress is there, but it's irrelevant and unavailable if you're squeezed lovingly into 18in at the edge of it. All the luxury and excess in the world counts for nothing if you're unable to make the best use of it.

Apropos of absolutely nothing, incidentally, apparently the replacement for the 1200bhp Bugatti Veyron will have 1500bhp from its 8.0-litre, W16 engine, while the company has targeted a 286mph top speed for it, up from the current model's 268mph, which can only be reached at VW's test track at Ehra-Lessien, because the longest straight on a race track, at Fuji Motor Speedway, is only 1475 metres long.



Are you getting the most out of your massive bed?

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A Week In Cars



# Steve Cropley



A large parade marked Jaguar's arrival at Solihull

## MONDAY

To Solihull, by Ferrari, for the official welcome of the Jaguar marque to the famous Lode Lane plant that has been known, since 1948, as the Home of Land Rover. In future, aluminium bodies for Jaguar's XE and F-Pace will be made in a magnificent new Solihull body plant before joining the Range Rover Sport on a similarly up-to-the-minute final assembly plant.

After some speeches, the company stopped operations so the whole workforce of 9000 people could line the roads of the plant to watch a cavalcade of 50-odd Jags from all eras, led by a Jaguar SS100, in which your humble servant was a passenger. It was a great moment, missing only the presence of Jaguar Land Rover CEO Ralf Speth, who was visiting principals of the Tata Group (JLR's owner) in Mumbai. Speth always shrinks from compliments about his achievements, but this sight would have made him proud.

## TUESDAY

Out of the Ferrari FF today (it's busy) and into a Volkswagen Up Club, a move those who don't care about cars as much as you and me would dismiss as a

come-down. But it isn't. The Up may be a few years old, but it remains a phenomenon among cars, a machine that beautifully expresses the virtues of smallness (agility, light controls, great visibility, amazing fuel economy, ease in traffic) and concedes very little to much bigger cars in refinement and comfort. Supercars are wonderful, not least because their creators have money to burn. But if you really want to witness and enjoy the resourcefulness and skill of the modern motor industry, start with an Up.

## THURSDAY

Flying visit to Porsche HQ in Stuttgart, for reasons soon to be revealed, but I can at least tell you that the trip

## The cavalcade of 50-odd Jags was led by an SS100, in which your humble servant was a passenger

involved being picked up from the airport by a company man in a Porsche 918 Spyder, driving it at 140mph on the autobahn to my meeting and subsequently lapping the impossibly tight and scary Weissach test track as a passenger in it at speeds of up to 170mph.



## FRIDAY AM

Back from Stuttgart, I couldn't resist boasting to colleagues about the cards and models I'd bought in the Porsche museum shop, near the original Zuffenhausen works.

Stuttgart is an extremely car-minded place. Even in the airport shop, you can find Lego models of LaFerrari, the McLaren P1 and the 918 Spyder, all displayed together (left). For €50, you can own the lot – an irresistible bargain.

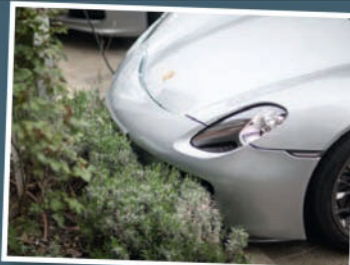
## FRIDAY PM

Drifting westwards at 65mph in the Range Rover Sport, heading for the Cotswolds and the weekend, I was passed on the M4 in the space of five minutes by a Mitsubishi Shogun Sport, an early Suzuki Vitara and a Daihatsu Terios.

It struck me that all this talk about the B-segment SUV being a recent invention is entirely wrong. Such cars have been available for decades, even if none of the named trio was very distinguished. It's the demand from buyers of these cars that's new. It just goes to show how affected the car market (and any other market) is by surges in buyer demand.

## And another thing...

My colleagues tweeted this image of a Porsche 918 Spyder that some idiot parked outside the company's HQ with its nose in a rosemary bush, without saying who did it. Time to own up, I guess.



steve.cropley@autocar.co.uk

@StvCr

# FIRST DRIVES

This week's new cars

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# Mercedes-AMG GT S Edition 1

**16.4.15, Wales** Dramatic-looking 503bhp super-coupé takes the fight to the Porsche 911 Turbo

**T**he first and best thing to know about the Mercedes-AMG GT is that the UK seems big enough to accommodate it. Its predecessor, the SLS, couldn't be parked in this country without endangering the bodywork. We ran one as a long-term test car and when dirty it resembled a great rusting hulk moored to the corner of some forgotten dock.

From the same distance, it's apparent that no one would leave the GT in the corner of anything. Those rear haunches may be lifted wholesale from a Porsche 911, but the savagely pretty, low, lean and mean huskiness is all Mercedes and, in the snapper's words, "it couldn't be made to look bad". Not in the past 10 years has the three-pointed star been plastered to something so overtly testosterone.

However, the proportions keep the brawn in fabulous check and, like the best European muscle cars posing as two-seaters, the GT comes pre-wrapped in an aura of big money

and ozone-high desirability. That effect solidifies inside, where the designers have swept a chin-high grandstand of a spectacle around the driver. The centre console is something else – a virtual rampart, wider than a cavity wall and shot-bar sleek. It is festooned with buttons and dials – one each for all the typical dynamic functions and practically every one as superfluous as Batman's nipples, because Mercedes' shortcut of C, S, S+ and Race is also present.

But that hardly matters. While an adult might acknowledge the hackneyed ergonomics, including the under-elbow placement of the gear selector, the child inside would have to be stone cold for you not to rejoice at the assertive, Fantasia-style flair of it all. Nowhere is the unapologetic swagger more in evidence than in the guttural waffle being emitted from the rear. Given the nature of the turbocharged V8, it's hard to believe that the air-disturbing gurgles of a Normandy

landing craft is its organic state, yet this, too, is difficult to care about when the pitch goes supersonic from a quarter mile away.

If only the sound from inside was as dramatic. That it isn't reminds you that Mercedes is hawking weapons-grade power here, but not necessarily with all the messy consequences.

To drive, the GT siphons off much

**Switch it into Race mode and the e-diff suddenly embraces a slightly more liberal attitude to traction**



Twin-turbocharged 4.0 V8 sounds magnificent and dispenses 503bhp and 479lb ft



The interior design is no less dramatic in appearance than the bodywork and the broad, button-laden centre console is particularly eye-catching



The level of lateral grip means you'll be grateful for those side bolsters, but when you want to loosen purchase at the rear, the GT is very obliging

that was good about the SLS and jettisons the bit that made it feel like skittishly threading a grand piano across a crowded dance floor. Very fast steering and a keyed-up, almost edgy front end make the GT supremely responsive, but there's a greater sense of directional stability about it, encouraging you to lean on its fierce, better-telegraphed grip

with more confidence. The taut ride quality feeds into this, although the price to pay is obvious enough in the unsettled fidget occasionally encountered on very choppy roads.

Consequently, and predictably, the GT feels most at home on the kind of fast, well-sighted smooth roads they breed like earthworms in Bavaria. Lateral certainty, delicate

steering and the salt-flat linearity of the V8's 479lb ft mid-range make the car a stupendously fast prospect here. Not an uninvolved one, either. Switch it into Race mode and the rear e-diff suddenly embraces a slightly more liberal attitude to traction – a rousing prospect if you're prepared to expend the considerable energy needed to exploit it and change gears on the much-improved seven-speed Speedshift DCT gearbox yourself.

Whether or not that means the GT has the handling talent to upstage some of the class leaders is a question we'll be answering directly in an upcoming group test. But, to be honest, Mercedes will hardly quake at the prospect of it being vanquished by a 911 on track. On the contrary, it's Porsche that should be worried. Some of what makes the GT a must-have item (you'll be waiting 18 months if you order one now) are arguably qualities for which Porsche has no obvious answer.

**NIC CACKETT**



Edition 1 gets a fixed rear wing; regular GT models have a more discreet pop-up one



#### MERCEDES-AMG GT S EDITION 1

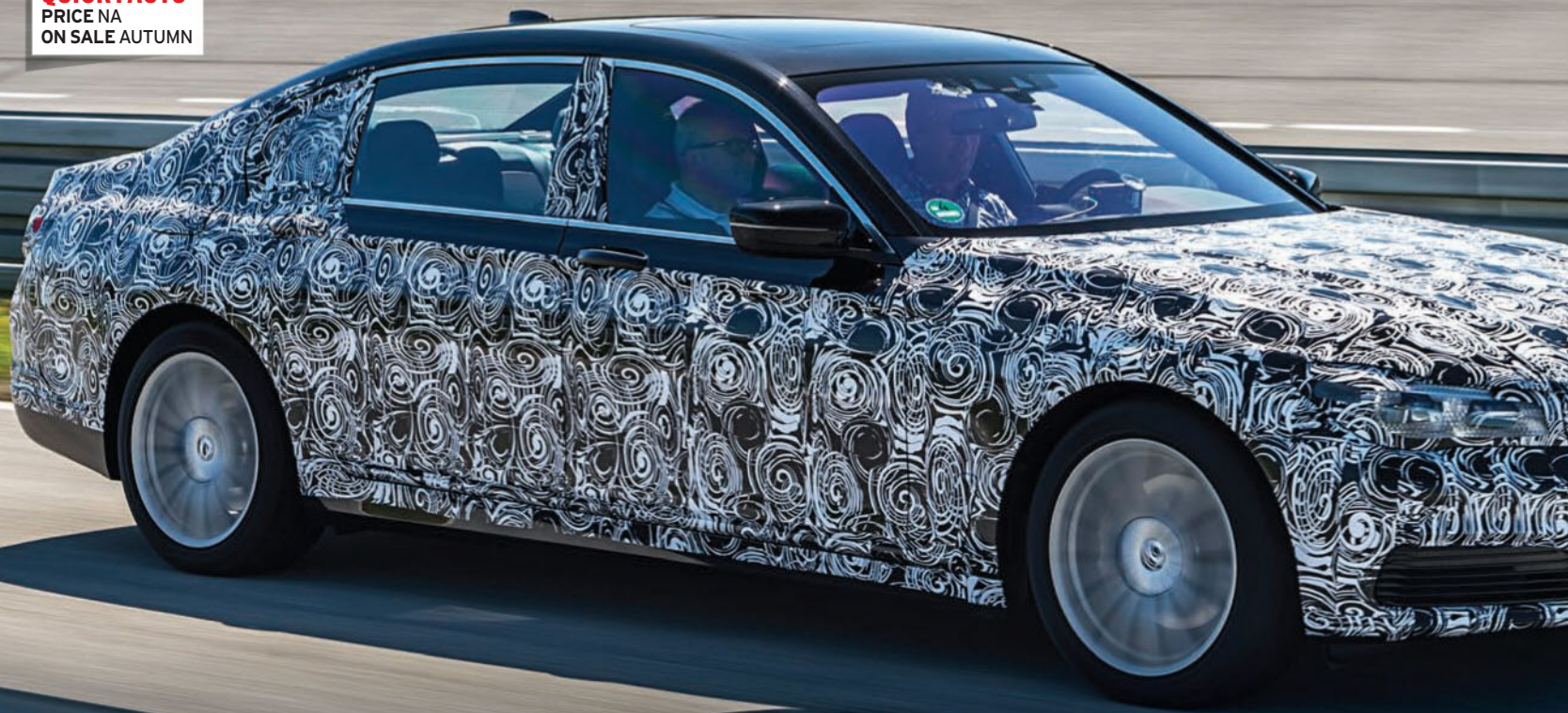
Mercedes' follow-up to the SLS is cut from a different cloth – and it is all the better for it



Price	£122,750
Engine	V8, 3982cc, twin-turbo, petrol
Power	503bhp at 6250rpm
Torque	479lb ft at 1750-4750rpm
Gearbox	7-spd dual-clutch automatic
Kerb weight	1645kg
Top speed	193mph
0-60mph	3.8sec
Economy	30.1mpg (combined)
CO <sub>2</sub> /tax band	219g/km, 37%

MANUFACTURER'S CLAIMED FIGURES

**QUICK FACTS**  
PRICE NA  
ON SALE AUTUMN



# BMW 7 Series

**16.4.15, Miramas, France** Flagship gets a ground-up rethink to take on Mercedes-Benz's S-Class

**T**he BMW 7 Series has been outgunned in recent years by technology-laden rivals such as the Mercedes-Benz S-Class, but the next generation of the Bavarian brand's flagship looks set to fight back in no small measure. BMW has thrown a host of new features – including its latest chassis and fresh engines – at the 7 Series in a bid to satisfy buyers in key markets such as the US, Germany and China.

The tricks extend to the industrialisation of carbonfibre manufacturing techniques, enough for BMW to claim that the 7 Series will be the lightest luxury saloon on sale when it arrives in British showrooms in late autumn.

Our drive in a pre-production version of the 7 Series showed that BMW has made clear strides in ride comfort, easily the outgoing car's weakest area. Over the poorer surfaces at the firm's Miramas test track, the new car managed to mix strong body control with better

absorption of bumps and ruts. There's still a little bit of patter, even in the chassis's Comfort Plus setting, but the overall package feels much closer to the sort of smooth, wafting ride that you get in an S-Class.

As well as manually selecting the car's modes, which affect the suspension, steering and throttle response, you can now choose Adaptive and ask the car to continuously evaluate your driving style and GPS data on the road ahead and then pick what it considers the best mix of settings.

What's clear, even from a short drive at a test track, is that the new 7 Series is still going to be a driver-focused limousine. Rear-wheel steering helps it to change direction surprisingly swiftly for such a large car and the steering has excellent response around the straight-ahead.

BMW didn't reveal any details about the engine, performance figures or even dimensions, but we know that the 7 Series will arrive

with a couple of turbocharged petrol straight sixes – new motors based on the firm's policy of '500cc building blocks' – plus a 3.0-litre turbodiesel. A plug-in petrol-electric hybrid should follow next year, too.

Our test car was the more modestly powered of the two petrol models, badged 740iL, and the new engine felt deeply impressive. It

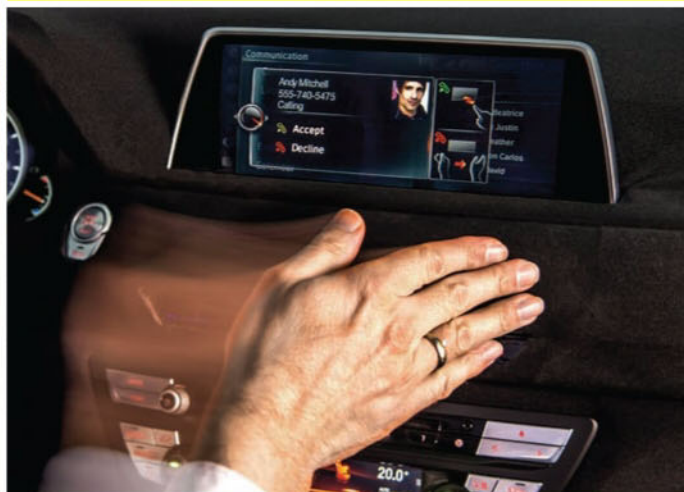
**Rear-wheel steering helps the 7 Series to change direction surprisingly swiftly for such a large car**



**Ride quality has improved significantly and the new straight six is quiet and refined**



Much of the interior of this pre-production car was covered up, but there's no concealing the fact that the 7 Series remains a driver's limousine



New infotainment system has a touch-sensitive screen and operates with hand gestures; the new 7 Series responds quickly to steering inputs

## How BMW shed 130kg from the 7 Series



THE NEW BMW 7 Series takes the carbonfibre construction techniques learned in the firm's i3 and i8 electric car projects and industrialises them to a new scale. The car's construction uses carbonfibre in the roof rails, roof crossmembers, door sills, transmission tunnel and B and C-pillars. Three types of the material are used – braided, layered and 'raw' recycled – depending on the rigidity and directional strength required.

Aluminium also features more extensively than before, including BMW-patented techniques to help reduce unsprung mass by riveting aluminium sections on to the steel brake discs.

Although the bare body weighs 40kg less than the old car's, the total weight saving is nearer to 200kg. BMW has then added safety kit and sound deadening, but the net gain is a still-impressive 130kg.

was more than brisk enough when required but also exceptionally smooth and refined, to the point where it was almost inaudible apart from under hard acceleration.

The eight-speed automatic gearbox was occasionally slow to kick down, but when it's outside of the test track and on mapped public roads, it'll be able to use GPS information to read the road ahead and pre-select the correct gear.

The prototype's cabin was covered up, but BMW did allow us to play with a mock-up of the 7 Series' new infotainment system. The car gets a higher-resolution 10.25in screen in the centre of the dashboard, but it's now touch-sensitive. This functionality has been integrated neatly into the overall set-up. You can grab sat-nav maps and move them around with your finger, or pinch to zoom in and out.

Similarly, you can still enter a contact name, address or phone number via the iDrive dial between

the front seats as usual, but moving your finger towards the screen at any point in the process brings up a relevant display of a keyboard to allow direct entry.

Arguably the most significant introduction to the infotainment system is gesture controls. You can receive or dismiss incoming phone calls with a suitable wave of the hand or adjust the infotainment volume by rotating your finger. It sounds gimmicky but feels surprisingly natural after only a few attempts.

There are notable gains in many key areas, then. We'd like to try a 7 Series back to back with an S-Class on UK roads before giving it a full recommendation, but there's little doubt that it will be a much more serious, credible rival for the Merc than it has been for many years. It's hard to imagine how a BMW driver's car can also be a soothing luxury device, but this feels remarkably close to achieving that balance.

**JOHN McILROY**

**AUTOCAR** READER OFFER

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## QUICK FACTS

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# Vauxhall Corsa VXR

**15.4.15, Knockhill** Hardcore version of the latest Corsa renews its battle with the Ford Fiesta ST

**T**he new Vauxhall Corsa VXR may look a bit under-endowed next to its bigger-engined VXR siblings, but it sits pretty at the top of an important notional pyramid for its maker.

Volker Strycek, performance director for the VXR brand and a former DTM champion, says the Corsa is actually the most hardcore model in the VXR range. "Astra and Insignia buyers expect more comfort, refinement and ease of use," he says, "but Corsa VXR owners are the real enthusiasts. It's great fun making cars for customers like that."

It's also plenty of fun driving the car Volker has made for customers like that. Not the most delicate or precise sort of fun you'll ever have at the wheel of hot hatch, perhaps, but a visceral giggle, undoubtedly – and a particularly purposeful and involving one if you've got the forearms, and the budget, for it.

The new Corsa VXR isn't a vastly different prospect from its special-

edition Nürburgring and Clubsport predecessors. It does, however, feel like a more mature car.

The car's 1.6-litre turbo engine benefits from a new air intake and an exhaust with less back pressure, liberating modest improvements in power, torque, fuel economy and emissions. It has more grunt than the class norm (202bhp and 207lb ft for five seconds on overboost) and a crisp, linear kind of performance routine that only really wants for a bit of endearing aural character.

The six-speed manual gearbox is new, too. Particular emphasis has been placed on shift quality, which is short and staccato but could be slicker. More annoying is the yawning gap between third and fourth gears that can trip you up at typical country road speeds. Thankfully, the engine's generous spread of torque earns the car a ready-made get-out-of-jail-free card.

The Corsa VXR's chassis, updated with a new torsion beam rear end,

provides plenty of traction and lateral grip and a pleasing mix of agile steering response, mid-corner balance, handling adjustability and high-speed stability and precision. A Ford Fiesta ST has a more natural sense of directional poise and better steering feedback, but the Corsa's handling would take some beating by anything else in the class. Equally impressive, it's married to a more supple, civil ride than the Ford's.

The cabin has a fairly monotone fascia and performance detailing is sparingly applied. The Recaro seats are fine, if a little short on shoulder and under-thigh support, and there's competitive levels of passenger accommodation in the back seats.

At £17,995, the Corsa VXR is priced to undercut the equivalent Fiesta ST by £400 – and at that level it's at its most effective and appealing, fit for fast road driving and occasional track work.

Add the £2400 Performance Pack (bringing with it stiffer

springs and damper settings, bigger brakes, Michelin Pilot Super Sport tyres and a Drexler mechanical limited-slip differential) and you're compromising the easy precision of the handling and consistency of the steering for the sake of a bit of added traction that isn't really needed.

Packaged as it is with a suspension tune that makes the ride a touch reactive and excitable anyway, that diff is an intriguing addition to the spec and will be appreciated by those who like their fast front-driver to present a bit of a physical challenge – but it's best avoided for those who intend to spend more time on the road than the racetrack.

**MATT SAUNDERS**

## VAUXHALL CORSA VXR

**Brash, boisterous, great fun and a performance bargain – if a little lacking in finesse**



Price	£17,995
Engine	4 cys, 1598cc, turbo, petrol
Power	202bhp at 5800rpm
Torque	207lb ft at 1900-5800rpm (overboost)
Gearbox	6-spd manual
Kerb weight	1368kg
Top speed	143mph
0-62mph	6.5sec
Economy	37.7mpg (combined)
CO2/tax band	174g/km, 29%

MANUFACTURER'S CLAIMED FIGURES



VXR gets supportive Recaro seats but little else in the way of performance detailing; handling is agile, grippy and entertaining



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SL63 AMG » 560+BHP (+DE-LIMIT,  
RE-MAP & LOWER ABC SUSPENSION)  
CL600 Bi-TURBO » 580+ BHP  
SLK55 AMG » 389 BHP (+DELIMIT)  
SLK 350 » 328 BHP  
220 CDI ALL MODELS » 210+ BHP  
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320 CDI V6 » 274 BHP  
350 CDI V6 » 312 BHP  
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#### BMW

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X5M / X6M » 618 BHP  
1M » 411+ BHP  
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M3 E46 » 370 BHP (+DE-LIMIT)  
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F10 530D » 296 BHP  
F10 535D » 358 BHP  
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123D » 252 BHP  
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## QUICK FACTS

PRICE £39,950  
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# Audi RS3 Sportback

**14.4.15, Rome** Can Audi's powerful new mega-hatch perform as well on asphalt as it did on ice?

The first time we encountered the second-generation Audi RS3, it was on a blanket of snow just outside the Arctic Circle. There, rather unsurprisingly, it proved rather good at carving giant crescents out of a frozen proving ground. But now it's April and 20deg C in Italy, and therefore things get rather more serious.

Many items we can cross off the list. Yes, it's more powerful than the original model, by the 27bhp it coincidentally needed to comfortably knock the Mercedes-Benz A45 AMG off its perch. A revised turbocharger and intercooler see the 2.5-litre five-pot to 362bhp, while peak torque is nudged up by a modest 11lb ft.

The seven-speed S tronic dual-clutch automatic gearbox has had yet more decimal places polished from its upshift times and the car as a whole is lighter by around 55kg, so the power-to-weight ratio gets a leg up. There's now Euro 6 compliance, too, which brings with it some

efficiency savings – not least a 23g/km reduction in CO<sub>2</sub> emissions.

But none of these furnish us with reasons to be particularly cheerful. The previous RS3's problem was not one of pace, but feel, it being overly stiff and drearily intransigent in just about equal measure. So what we're interested in here is the state of the standard (non-adaptive) suspension and the revamped software intended to make the RS3's lightened all-wheel drive system a little less nose heavy.

Unfortunately, having laid on the sublime in Finland last month, Audi insisted this time around that we go by way of the ridiculous. Despite laying on a perfectly good circuit, it opted not to allow the car's stability control to be fully switched out, thereby scuppering any serious inspection of the apparently more amenable torque distribution that Audi flagrantly promoted in Finland.

The surrounding public roads offered no reprieve. Most were of the skinny and pockmarked variety –

poor for performance driving but excellent for showing up the limits of ride comfort. Though improved, the RS3's set-up remains one that forces you to endure hefty secondary intrusions while you try to enjoy the tacked-down primary ride.

You'll be doing both often, because the RS3 is exceedingly fast and forever keen to prove it. The five-pot feels marginally more linear than it did before, but it still has the gravelly voice and frenzy enough to ensure it a place high in the hot hatch premier league – perhaps beyond the A45. That the RS3 is also riveted to the ground and a doddle to dial into will be testimony enough of Quattro's skill for some, but we'd hoped there would be more here to savour.

Instead, the experience, including the dullard steering and grabby brakes, is mostly familiar. The four-wheel powerslides experienced on ice proved a distant memory, yet we'd hoped for a more engaging sense of the RS3 adjusting its line

in accordance with throttle input. Potentially, given the negligible wiggle of its hips on the odd exit, that may yet turn out still to be on tap. But not on track in this instance, the car – or its minder – erring too often on the side of exasperating caution.

That leaves the jury technically still out, although if you're holding off on buying the RS3's half-sister, the Volkswagen Golf R, until you've heard the final verdict, don't linger much longer. Marginally slower and less characterful it may be, but the Golf steers with more aplomb, levitates like a cruise missile, gets a standard manual gearbox and, crucially, doesn't need the ESP turned off to show you a good time.

**NIC CACKETT**

## AUDI RS3 SPORTBACK

Doesn't quite live up to the promise it showed on snow, but that might not be all the car's fault in this case



Price	£39,950
Engine	5 cyls in line, 2480cc, turbo, petrol
Power	362bhp at 5550-6800rpm
Torque	343lb ft at 1625-5500rpm
Gearbox	7-spd dual-clutch auto
Kerb weight	1595kg
Top speed	155mph
0-62mph	4.3sec
Economy	34.8mpg (combined)
CO <sub>2</sub>	189g/km, 32%

MANUFACTURER'S CLAIMED FIGURES



Changes to the five-cylinder engine's turbo increase power to 362bhp; the RS3 is quick but remains disappointingly unengaging

**QUICK FACTS**  
PRICE £26,140  
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# Honda Civic Tourer 1.6 i-DTEC

**14.4.15, Swindon** Upgrades and a price cut aim to make Honda's Golf rival more competitive

**T**his year is unquestionably an important one for Honda. Firstly, the reborn Civic Type R hot hatch and NSX hybrid supercar are due to be launched. Secondly, the company is busy revamping every model in its line-up – including this, the Civic Tourer. It benefits from a range of upgrades in an effort to keep it on buyers' radars alongside estate versions of the Ford Focus and Volkswagen Golf.

So on the outside you'll find redesigned bumpers, a tweaked grille and more elegant daytime running lights, while inside the Civic benefits from new door trims and seat fabrics and a new Android-based infotainment system.

The chassis has also been fettled, with a new stability control system that is claimed to boost traction and grip, revisions to the electric power steering's responses and new dampers and bushes. Civics now get active city braking as standard, too.

Furthermore, Honda has cut up to

£1600 off the price of the facelifted Civic in a bid to make it more competitive with cheaper rivals.

This remains an unquestionably practical car. With the rear seatbacks upright, the Tourer offers a whopping 624 litres of load space – 99 litres more than the larger Ford Mondeo. This useful nature is echoed in the design of the rest of the cabin, with plenty of space in the front and lots of decent-sized cubbyholes. Three can sit abreast in the second row, in part thanks to a low-slung centre tunnel, and even taller passengers can sit without difficulty in the back.

It's not all good, though. The front seats feel quite high and unsupportive, the dash is cluttered with fiddly switchgear and some of the materials leave a lot to be desired.

These foibles detract from what is otherwise a comfortable, smart cabin. The new media and sat-nav system works well, although it could do with a little polish. For example,

the buttons down the side are flimsy.

Out on the road, the Civic has the kind of long-legged demeanour you'd look for in a car like this. The ride can be patchy on rougher surfaces, but it corners well and cruises along with minimal fuss.

The controls are light and their responses well judged, but there's little in the way of steering feel or additional weighting when cornering. It's fine as an effortless family hack, but those seeking a little more will be left wanting.

The quiet 1.6-litre diesel proves to be a good match for the practical Civic. The 0-62mph sprint is dispatched in 10.5sec and the engine responds quickly and willingly. It doesn't have the in-gear punch of a 2.0-litre diesel, but what it lacks here it makes up for in fuel economy. Honda claims an average of 72.4mpg for the Tourer. That, in conjunction with its 50-litre tank, will grant it a nigh on 800-mile range.

During our test we easily returned

an indicated 54mpg, which bodes well for some impressive real-world figures and means a realistic range of around 600 miles. You'll only pay £20 a year in road tax, too.

As practical and likeable as the Civic is, it remains quite an expensive choice to buy, though. A similarly specified Focus 1.5 TDCi estate would cost £24,295, saving £1845 over the Honda.

The Ford is also more rewarding to drive, its driving position is superior to the Civic's and, as a final twist of the knife, it's more efficient and exempt from road tax, thanks to a 98g/km CO<sub>2</sub> output. If a cavernous boot isn't a must, we'd take the practicality hit and opt for the Ford.

**LEWIS KINGSTON**

## HONDA CIVIC TOURER 1.6 i-DTEC 120 EX PLUS

Sharper looks, new kit and chassis tweaks, but rivals remain cheaper and more compelling



Price	£26,140
Engine	4 cys, 1597cc, turbodiesel
Power	118bhp at 4000rpm
Torque	221lb ft at 2000rpm
Gearbox	6-spd manual
Kerb weight	1440kg
Top speed	121mph
0-62mph	10.5sec
Economy	72.4mpg (combined)
CO <sub>2</sub> /tax band	103g/km, 18%

MANUFACTURER'S CLAIMED FIGURES



Some trim materials are improved and the new media set-up works well; the 1.6-litre diesel is a quiet, willing and frugal performer

## QUICK FACTS

PRICE £18,595  
ON SALE NOW

# Fiat 500X 1.4 Multiair

**13.4.15, Buckinghamshire** Zesty petrol power comes to Fiat's family-friendly compact SUV

If you've always loved the cute, saccharine style of the Fiat 500 but have been prevented from signing on the dotted line by life's practicalities, your prayers may have been answered.

This is the new 500X, the latest branch to grow from Fiat's 500 family tree. The transformation from city car to small SUV has given the 500X a bigger cabin and an extra pair of doors at the rear, so while it's still capable of looking chic, it can now manage the school run, too.

This is a competitive market, but we thought the diesel version was a worthy contender when we tried it last year. Petrol engines are still popular in this sector, however, so the 138bhp 1.4-litre Multiair version is worth closer scrutiny.

The four-cylinder turbo engine is refined and nippy, whisking the 500X from 0-62mph in a respectable 9.8sec. Rev it hard and it will get vocal but never harsh, and under hard acceleration there's a curious

flat spot after each gearchange. Other than that, it performs well, with plenty of torque from around 1500rpm to haul it along in pretty much any gear you fancy.

The six-speed gearbox has a slick action and a nice, short throw, but the steering isn't so polished. It's direct but doesn't have enough weight, regardless of how much lock you apply, and it's similarly devoid of feel, which makes gauging your inputs tricky. Once you've adapted to this and gained some confidence, there's a decent amount of grip and little body roll. When the tyres eventually give up, the front simply washes wide. It's not exactly thrilling, but it at least means the 500X feels safe.

Having tried versions on both 17in and 18in wheels, we'd say less is more if you value ride comfort. Fiat let us test the car on some pretty beaten-up roads, and the 500X is noticeably smoother on 17s. It still fidgets slightly over bumps, but no more so than a Skoda Yeti or Kia Soul.

Fiat doesn't always get a good press when it comes to cabin quality, but the 500X's interior is excellent. There's plenty of flair, yet the materials feel more Germanic than Latin. All the important surfaces are pleasant to touch, the switches are well damped and the cabin feels like it will stand up to the rigours of family use. The seats are comfortable and the driving position is spot on, too.

There's loads of storage space and it's roomy for occupants, with plenty of leg and head room in the front and enough space in the rear to seat three kids or two adults with ease. Boot space is generous and a good shape, offering, at 350 litres, similar volume to its rivals, along with easy-to-fold seats that leave a flat load deck.

You can't get the basic Pop trim with this 1.4-litre petrol engine, so all the Multiair-equipped models come with a touchscreen infotainment system that includes Bluetooth and music streaming. The versions we tried had a larger 6.5in screen

and sat-nav (standard on top-spec Lounge and Cross Plus trims), which was easy to get to grips with.

More than 200,000 Fiat 500s have been sold in the UK, so it's clear that people love the brand, and the 500X fits into the line-up well. It's still got the style to win over your heart, but now, thanks to a roomy cabin, sensible prices and decent kit levels, your head can get on board, too.

There's room for improvement, but that shouldn't stop the 500X from appearing on your shopping list. And if the school run is short enough for you not to be chasing those last few miles per gallon, we'd save the cash and take this smoother petrol version over the diesel.

**JOHN HOWELL**

## FIAT 500X 1.4 MULTIAIR II CROSS

Steering and ride aside, the already stylish and practical 500X is improved by a fine petrol engine



Price	£18,595
Engine	4 cyls, 1368cc, turbo, petrol
Power	138bhp at 5000rpm
Torque	170lb ft at 1750rpm
Gearbox	6-spd manual
Kerb weight	1320kg
0-62mph	9.8sec
Top speed	118mph
Economy	47.1mpg (combined)
CO <sub>2</sub> /tax band	139g/km, 22%

MANUFACTURER'S CLAIMED FIGURES



Spacious cabin mixes Italian style with a high-quality finish; ride can be a little fidgety, but it's smoother on smaller 17in wheels

# SHANGHAI NOON

Is the arrival of the new MG 6 a watershed moment for Chinese cars in Europe, or is this just another also-ran?

**Matt Saunders** arranges a shootout with Skoda's value champ to find out



# AI





**N**either good enough nor cheap enough – not by a long chalk. That’s an accurate summary of the outgoing MG 6 – MG Motor’s re-engineered UK-market version of China’s Roewe 550 – and a direct one when you consider that, for the past few years, it has been MG’s own unofficial party line.

Although the 6 was launched in 2011, MG insiders admitted, when pressed, that its mid-sized hatchback wouldn’t really be fit to challenge Europe’s budget hatchbacks until after its first mid-life facelift. Slow sales until now have been thusly explained, accepted and even excused. Car makers are seldom so matter of fact about their products, but such frankness always speaks volumes.

So now that Longbridge has had its chance to revisit the car and make more of the improvements that it evidently recognised the need for several years ago, has Britain got its first really competitive Chinese family car? Has the full potential for value

of something built in Shanghai but bought in Selly Oak been belatedly delivered? And does the 6 now have what it takes to tempt you out of a European-built five-door as practical, comfortable and carefully executed as the Skoda Octavia?

It certainly seems to have the price for it. This is a 4.6-metre-long, 148bhp turbodiesel five-door – itself a good 10% bigger and more spacious than your average Ford Focus combatant – but it’s yours for little more than an entry-level diesel Ford Fiesta. Mindful of the need to reposition this car as a true value champion, MG has improved the 6’s value by up to £3000 when corrected for a standard equipment list that includes heated seats and LED running lights on entry-level S versions. You get plenty for your money, then.

Spend £16,195 on a mid-spec TS car such as the one you’re looking at on these pages and you’ll get part-leather seats, rear parking sensors, automatic headlights and wipers, cruise control and a 7.0in

touchscreen multimedia system with sat-nav. You don’t quite need to go to the Elegance trim level of the Octavia we lined up in opposition to match the MG’s kit level; an SE Business with a couple of options will do. But even the lesser version of the Skoda will set you back just over £21,000.

So with a 25% price advantage, the 6 starts this comparison with a healthy head start. It has refreshed front and rear-end styling – nothing too bold or shiny, just a welcome dose of added smartness sensitively applied. And the car’s position has been further rationalised by changes made under the bonnet, under all four corners of the body and inside the cabin.

MG has discarded the turbocharged 1.8-litre petrol engine with which the 6 made its UK debut and now offers only the UK-developed 1.8-litre DTI-Tech turbodiesel introduced in 2013, albeit in updated form. Although it makes the same 148bhp and 258lb ft as before, that engine contributes to



MG supplies a good amount of kit for the money and the redesigned dashboard and new materials lift its ambience



The Octavia's cabin has far fewer niggles than the 6's; it's better finished in its detail and is the roomier of the two

modest improvements on claimed fuel economy, CO<sub>2</sub> emissions and 0-62mph acceleration. On all three fronts, it's helped by a 75kg overall weight saving, old model to new, and by the decision to offer only 16in alloy wheels even on full-house TL models. The outgoing version ran with broader-profile rims up to 18in in diameter.

All of which allows the 6 to brush aside the first challenge that every budget car is set in 2015: thou shalt not compromise. The MG is within a couple of tenths of the Skoda on the 0-62mph sprint and competitive on claimed efficiency. On paper, it's a contender. And it's cheap – at face value, at least. Half the battle? Perhaps not, but it's enough to tempt plenty into a showroom, or even a test drive.

So it's with a certain cautious optimism that you swing the MG's door open, lever yourself into the driver's seat and thunk the door closed behind you. Comfy seat, well-located controls, decent visibility, lots of space: check, check, check and check again.

Where the facelifted car improves on the original is with greater attention to material and ergonomic detail. Firstly, the ugly mechanical handbrake has been replaced by a much neater electronic one. You needn't reach over to the far side of the transmission tunnel to operate it, and it'll never trap your thumb. Hurrah.

That, in turn, has made space for some of the switchgear formerly located on the MG's crowded centre stack to migrate to a much clearer-looking console just aft of the redesigned gearlever. The difference made to your overall impression of the car's centre console is marked.

But it's not just that the cabin layout has improved. It's as if 50% more money has been spent on most of the buttons, dials and knobs you frequently use. There's much more sophisticated and effective use of chrome, too, and less shiny, binbag-black plastic. And higher on the dashboard, the darker grey trim around the air vents, the new

multimedia set-up and the clearer, classier-looking instruments look far better than what went before.

Upshot: the MG's cabin now seems entirely acceptable for a budget option. It still isn't perfect, but it's good enough to earn your forgiveness. The digital water temperature and fuel gauges are a bit crude and dated, and the scroll wheels mounted on the steering wheel look and feel like they'd last about five minutes at the hands of a curious toddler. Meanwhile, the 6's cheap plastic starter key is still very much like something you'd give to that curious toddler to keep him from breaking your steering wheel. These, however, are minor irritants among a dwindling number. And only in comparison with the unerring consistency, dutiful care and brilliantly simple usability of a cabin such as the Octavia's do they seem genuinely unpalatable.

To the eye and the touch, the Skoda's material highlights are no ritzier than the MG's, but it just doesn't have the low points that cause those odd →



On paper, they're quite evenly matched for acceleration, but the Octavia feels more eager to respond



MG 6's rear end has been redesigned, as has the nose



Octavia has less torque but more refinement



MG's 1.8 has 148bhp and 258lb ft of torque



Octavia is comfortable, long-legged and capable, but keen drivers might find it too straight-laced



← few involuntary winces. The Octavia's glovebox and door bins are lined. Its plastics are smooth, solid and perfectly matched absolutely everywhere. The Skoda's multimedia system is so easily navigated that you could master it from the back seat using only your grandmother's walking stick. The MG's, by contrast, won't let you connect your smartphone via Mirrorlink and Bluetooth at the same time, so you can watch a video on the 7.0in colour screen but not hear the audio.

The Octavia is also the more practical car of the two, with more leg room in both rows and a considerably larger boot. Offering greater usability than the average family five-door, the MG gets close to the Skoda's standard here for the money, just as it did on cabin appointment. But it is not quite close enough to recommend without caveat, which goes to show how much budget-brand manufacturers have to do to win mainstream approval in 2015.

The chink of light presented to the MG is on

driving dynamics, though, because as competent, quiet, comfy and long-legged as the Octavia is, there's little that's flavoursome or engaging about it. With its loping ride, large steering wheel and stability-biased handling, the Skoda is a pragmatist right down to its contact patches. It's entirely undemanding to drive, mechanically refined and reassuringly enveloping. But it's so dedicated to comfort and ease of use that it seems a touch prosaic and straight-laced at times. It's capable but ultimately unwilling to indulge you in a momentary bit of country-road fun.

On the basis of MG's previous 6 and the current 3, you'd imagine the new 6 might better serve more sporting tastes. But it seems that, perhaps by switching to those 16in wheels, Longbridge has eroded the car's one outstanding selling point.

The 6 remains a much more game-handling prospect than the Octavia, with firmer springs, stouter damping and stiffer roll control, but it lacks

# MG DESERVES CREDIT FOR CLOSING IN ON THE PREVAILING EUROPEAN STANDARD



## 1 Skoda Octavia 2.0 TDI Elegance

## 2 MG 6 DTI-Tech TS

<b>RATING</b>	★★★★☆	★★★☆☆
<b>Price</b>	£22,525	£16,195
<b>0-62mph</b>	8.5sec	8.6sec
<b>Top speed</b>	135mph	120mph
<b>Economy</b>	68.9mpg (combined)	61.4mpg (combined)
<b>CO<sub>2</sub> emissions</b>	106g/km	119g/km
<b>Kerb weight</b>	1330kg	1530kg
<b>Engine layout</b>	4 cyls in line, 1968cc, turbodiesel	4 cyls in line, 1849cc, turbodiesel
<b>Installation</b>	Front, transverse, front-wheel drive	Front, transverse, front-wheel drive
<b>Power</b>	148bhp at 3500rpm	148bhp at 4000rpm
<b>Torque</b>	236lb ft at 1750rpm	258lb ft at 1800rpm
<b>Power to weight</b>	111bhp per tonne	97bhp per tonne
<b>Specific output</b>	75bhp per litre	80bhp per litre
<b>Compression ratio</b>	16.2:1	15.8:1
<b>Gearbox</b>	6-spd manual	6-spd manual
<b>Length</b>	4659mm	4651mm
<b>Width</b>	1814mm	1827mm
<b>Height</b>	1461mm	1472mm
<b>Wheelbase</b>	2686mm	2705mm
<b>Fuel tank</b>	50 litres	62 litres
<b>Range</b>	758 miles	837 miles
<b>Boot</b>	590-1580 litres	498-1379 litres
<b>Front suspension</b>	MacPherson struts, coil springs, anti-roll bar	MacPherson struts, coil springs, anti-roll bar
<b>Rear suspension</b>	Torsion beam, coil springs	Multi-link, coil springs, anti-roll bar
<b>Brakes</b>	288mm ventilated discs (f), 253mm solid discs (r)	295mm ventilated discs (f), 276mm solid discs (r)
<b>Wheels</b>	8Jx17in	7Jx16in
<b>Tyres</b>	225/45 R17, Bridgestone Turanza ER300	205/60 R16, Goodyear EfficientGrip Performance

the mechanical grip, incisive front end and steering feedback of its forebear. Some deterioration in handling agility is an unavoidable consequence of the decision to cut emissions by reducing wheel and tyre size. But to this tester, it feels as if the suspension and power steering haven't been thoroughly retuned to compensate for the reduced cornering forces. So the ride is slightly over-damped over a bad surface. During hard cornering, the suspension feels a bit unyielding, overworking its outside front tyre and nudging into understeer quite early on. And the steering is erratic and over-assisted, with weight disappearing as you add lock and allowing a certain pendulousness to corrupt your directional precision.

This is not the only area where MG Motor's UK development engineers still have work to do to bring this car up to standard, either. On engine refinement, the 6's diesel misses the mark by some margin. It sounds clattery and harsh on start-up

and under load. Despite developing more torque than the Skoda in outright terms, it's also less responsive to the accelerator pedal than most modern diesels, with a bit of turbo lag at times.

As needless as it seems to spell it out, the Skoda is the better car here – and by a big enough margin that its higher price will be worth paying for most of those who can afford it. MG deserves credit for getting closer to the prevailing European standard on cabin quality and making the 6 competitive enough on performance, economy and emissions. More effort and finesse are required on refinement and handling, although if you're paying cash and you don't have high expectations, you may not find the 6 particularly disappointing on either front.

Disappointment may be more likely to stem from what customers are asked to pay for a finance deal. MG Motor's own finance deals have yet to be announced but, because of savage depreciation, those deals won't show the same 25% value

advantage over other like-for-like hatchbacks that the list price suggests. Typical personal contract purchase deals on the Octavia, running over three years and 36,000 miles and starting with a three-month deposit, start at about £260 a month. On the 6, they may be cheaper, but probably not by much.

The truth is that depreciation will hold this revised MG back more than any functional or material shortcoming, because most private car buyers take finance these days, and the ones who don't tend to recognise a financial time bomb when they see one. It's the problem that MG Motor UK has the least control over and the main reason why a 6 probably won't be a recommendable new car for at least another model generation yet.

At least it's safe to assume that, by the time this MG becomes a safe place to put your money, it'll probably also have become more of a match for the likes of the Octavia in other ways. But it isn't there yet – not by a long chalk. **A**

EVEN **HOL**  
COUL



# LYWOOD DON'T MAKE THIS STORY UP

Former film director Jim Glickenhaus is now building road racers. Is he making a blockbuster, or has he lost the plot? **Andrew Frankel** finds out



It would be easy not to take Jim Glickenhaus very seriously. He's a multi-millionaire former director of Hollywood schlock horror movies. I've been to one of his movies before – a vigilante gore-fest called *The Exterminator* which I saw as a kid to win a bet I ended up really rather wishing I'd lost.

Glickenhaus is describing to me the ways his multi-million-euro hypercar is somehow better than those made by McLaren, Ferrari and Porsche. Meanwhile, I'm wondering how I'll squeeze a credible news story from this, let alone the feature you're now reading. The only reason I'm here at all is that his previous creation, the Pininfarina-designed, Ferrari Enzo-based P4/5, was good enough to come 12th in the 2012 Nürburgring 24 Hours in the hands of Nicola Larini, a former works Ferrari F1 driver. So at least the man has some form.

But then a couple of things happen. The first is I listen to what he's saying and it's clear he's rather more than a rich financier wishing to lord his wealth in the automotive arena. He knows what he is talking about and his collection of cars, including a fabulous Ferrari 412P and an original 7.0-litre Ford MkIV that came fourth at Le Mans in 1967, is impeccable.

Then Gordon Murray comes in for a quick chat. As he leaves, I ask what he thinks of the all-carbonfibre car. "I love it," he says. "It's really interesting, a car based on prototype architecture and aero that you can drive to the track. It's a completely contemporary take on how racing cars and racing used to be." And when the notoriously hard-to-please designer of the McLaren F1 takes something seriously, you should too.

The car, the SCG 003 (the third project of Scuderia Cameron Glickenhaus), is a road and race car that conforms to GT3 rules, even though the need to produce 1000 road examples means homologation for this class of sports car racing is not on the cards. Glickenhaus will be delighted if he can sell a dozen and, at £1.5 million for the racer (the road car is £1.65m before tax), you can see why. A fully homologated GT3 car from a mainstream manufacturer that can race almost anywhere in the world costs about one-fifth as much.

But Glickenhaus says the car is different from those in two distinct ways. The first is obvious: its shape is more that of a Le Mans prototype than a GT3 car derived from a showroom road machine. "Because we don't have to make thousands, we can do things normal manufacturers cannot," he says. "We do not, for example, need a cockpit that'll carry two large men, which is why they have a full-width cockpit and we do not. Within the GT3 rules, you can reduce frontal area to exactly the



In road-going form, the SCG 003 should produce 650bhp

size we have here." Freed from such constraints, Glickenhaus has been able to design a car he claims has "conservatively double the downforce of a McLaren P1".

It's also a clever car. The rules mandate a minimum height for the front wings, so the SCG003 has low fenders bearing little ridges to reach that height, nominally at least. But the cleverest touches are the wing mirrors. The rules stipulate that mirrors must be fitted, but not that they should be visible by the driver. So Glickenhaus's mirrors are fully functioning aero devices, containing tiny cameras displaying the area behind the car on a cockpit screen.

Conceptually, it's entirely different from other GT3 race cars, and while it may look the least suited to the public road, Glickenhaus contends that it's actually the most. "Change the rear wing, the diffuser and the splitter and the road car becomes a race car. Those are the only differences," he says. To prove his point, he intends to drive an SCG 003 to the Nürburgring for the 24-hour race next month and convert it into a racer in the paddock using hand tools. Then if it survives, he'll convert it back and drive away.


The car uses a Honda HPD twin-turbo 3.5-litre V6 originally designed for Indycar racing and modified by Autotechnica Motori in Italy. With restrictors, it has around 520bhp in the ballasted 1300kg race car; in unfettered form, it should be about 650bhp in the 1150kg road car. Which should get your attention. Drive goes to the rear wheels via a Hewland paddle-shift gearbox. Glickenhaus estimates the road car should lap the Nürburgring in under seven minutes.

So how real is this car? Well, Glickenhaus says it has been passed as technically correct by the FIA. It's done three 24-hour tests already and must have something, because he's persuaded last year's Sebring 12-hour winner, Marino Franchitti, to lead the driver line-up at the Nürburgring.

Paired with Manuel Lauck and David Jahn, Franchitti successfully qualified the SCG 003 for the 24-hour race by completing a six-hour event earlier this month. The car set a best lap time of 8min 32.539sec and finished 13th overall.

The car's bigger problem is its ineligibility for any recognised series; even at the 'Ring it will race in the 'experimental' SP-X class. Glickenhaus's view is refreshing and honest. "We're not homologated," he says, "so we're saying to organisers at Sebring, Daytona and Spa, 'Let us race, balance the performance to GT3 and class us as experimental'. We're not looking to come first overall or win GT. We don't care; let someone else take the trophy home. We just want to race."

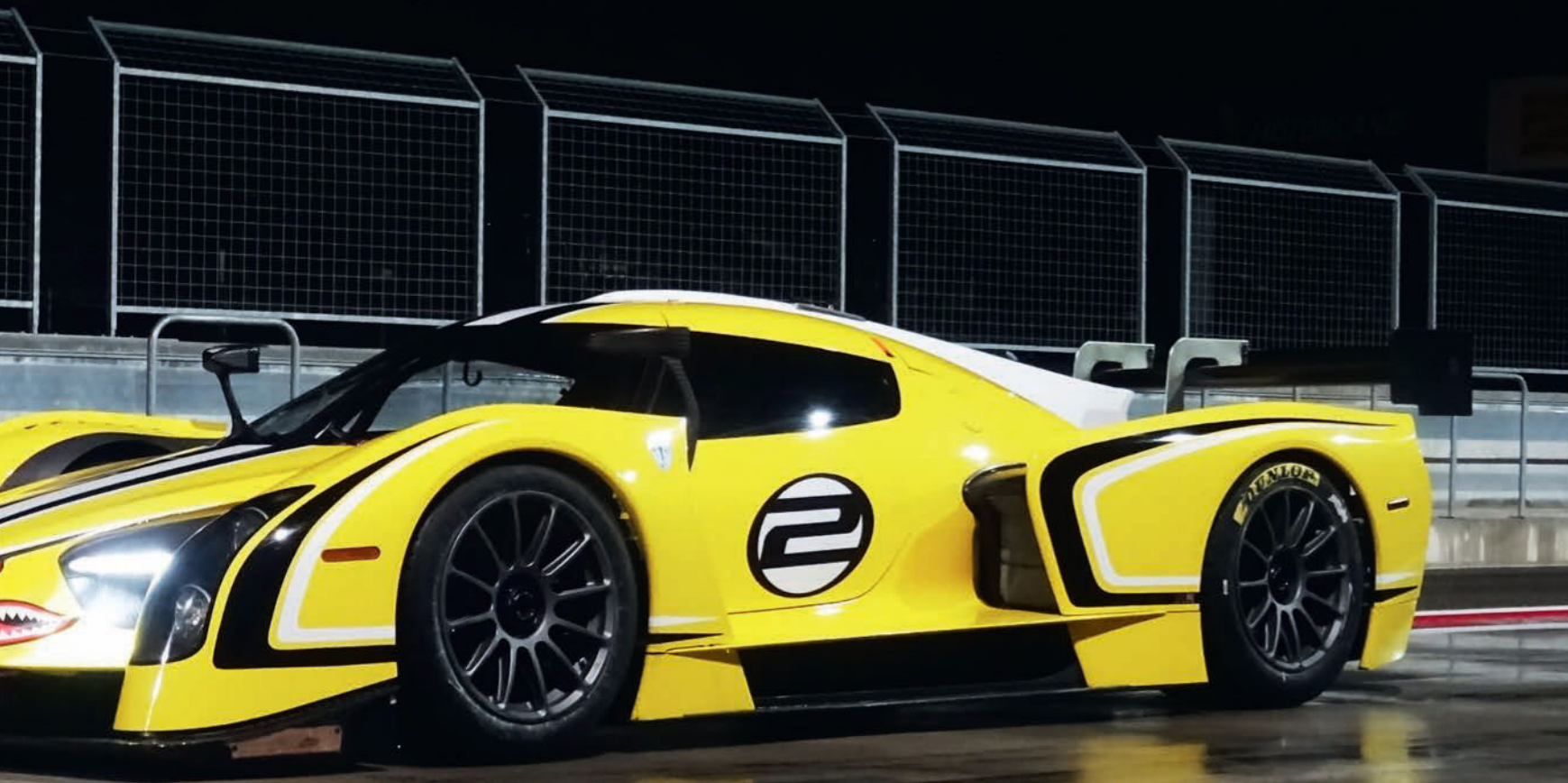
And what of Le Mans? "You're going to think I'm psycho-crazy," he says, before revealing his master plan. "I've spoken to the Automobile Club de l'Ouest (ACO) and they've told me the other manufacturers will never let me run as a GT car. So they told me to turn it into an LMP prototype. Now, financially I've been lucky, but not that lucky. I don't have a \$500 million budget. But the ACO said, 'Build a non-hybrid evolution of the car and we will let you run lighter and give you more power. We're not saying we're going to let you win, but we'd love to see you competitive'."

And that, ultimately, is the aim. What does he need to do it? "I had 15 serious people all coming to Geneva to see it," he says. "If I can sell that number of cars, or even close, we will be on the grid at Le Mans in 2017." 



The race version of the SCG 003 is built to GT3 regulations but won't be homologated

# GLICKENHAUS INTENDS TO DRIVE TO THE NURBURGRING AND CONVERT THE CAR TO A RACER USING HAND TOOLS



Dashboard screens display a rear view from cameras mounted in dummy mirrors



Glickenhauss has a fine automotive pedigree



All-carbonfibre road car weighs 1150kg



The plan is to race at Le Mans in 2017



# THE EV YOU'RE

A company from Liechtenstein says it has found the antidote to EV drivers' range anxiety. **Jesse Crosse** investigates



**C**ar manufacturers are desperate for an alternative to the combustion engine, one that is sustainable, affordable and free of compromise. A Liechtenstein-based company called Nanoflowcell claims to have an answer: an electric car that can be filled up at the pump with non-flammable, non-toxic fluid and is said to deliver a range similar to that of conventional petrol or diesel cars.

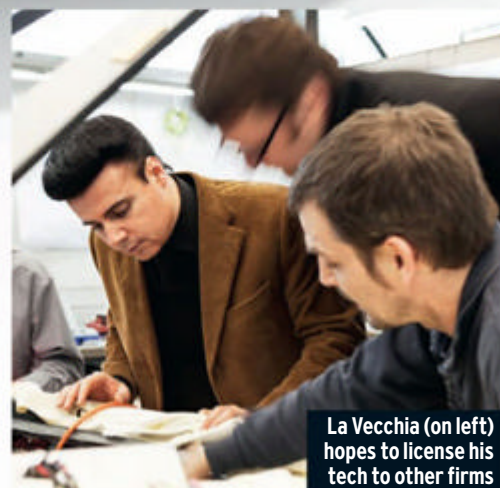
Nanoflowcell revealed its first concept car, the Quant E, at last year's Geneva motor show. This year it returned with the Quant F and much smaller Quantino two-seater. All three cars are propelled by four wheel-mounted electric motors supplied with electricity from a flow cell battery.

The flow cell concept is based on the Redox (reduction and oxidation) flow cell technology trialled by NASA in the early 1970s. Redox flow

cells generate electricity when fed with two electrolytic fluids, one positively charged and one negatively charged, stored in separate tanks. The flow cell is split into two halves by a membrane, with positively charged electrolyte flowing through one side and negatively charged through the other. Ion exchange takes place through the membrane, generating an electric current.

Normally, flow cells can be replenished by recharging like any other battery, or simply by replacing the fluid. The Nanoflowcell works differently. As it discharges, the water-based 'ionic' fluid electrolyte evaporates, leaving the storage tanks empty and ready for refilling. Quant cars can be refuelled at a pump using a two-pronged nozzle to fill both the 'positive' and 'negative' tanks at the same time.

According to chief technical officer and

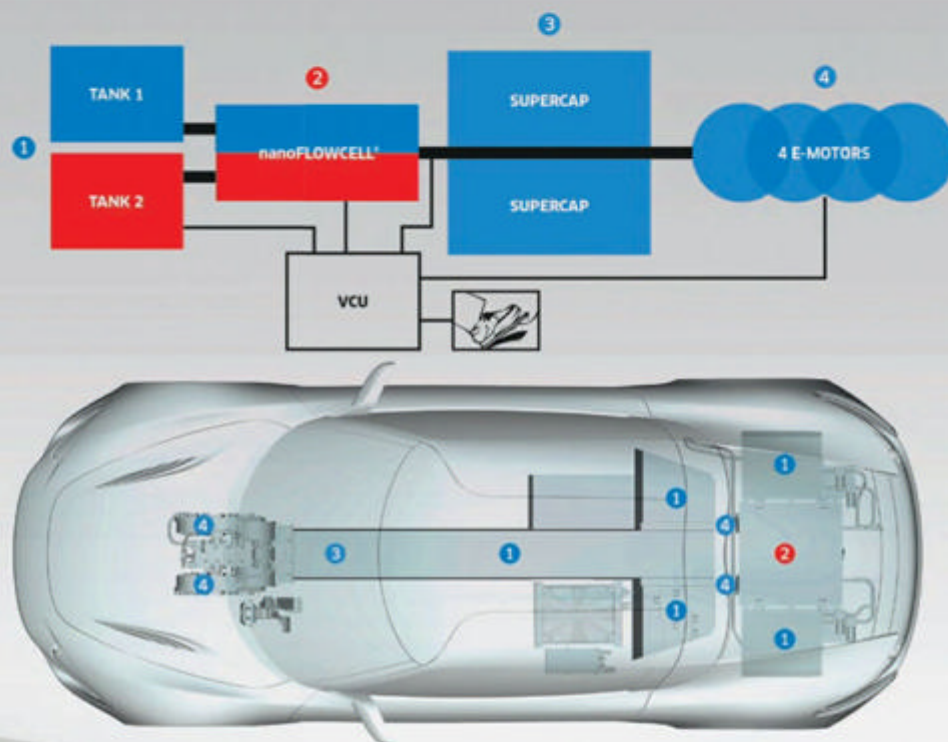


La Vecchia (on left) hopes to license his tech to other firms

# FUEL AT THE PUMP



## HOW IT WORKS



Positively and negatively charged electrolytes are stored in separate tanks (1); the electrolytes enter the flow cell (2), where ion exchange takes place through a membrane, generating electricity; the flow cell feeds power to the supercapacitor (3), which in turn drives the motors (4).

inventor of the Nanoflowcell Nunzio La Vecchia, “the ionic fluid is non-flammable and non-toxic, and there are no emissions or high pressures involved”. As a result, he adds, on-board storage is straightforward and establishing a filling station network simple and relatively cheap.

Traditional flow cell designs don’t have the greatest volumetric energy density, which means a large volume is needed to store a reasonable amount of energy. Nanoflowcell claims its new fluid formulation improves this, giving five times the energy capacity of a conventional flow cell. La Vecchia says 80% of the development so far has gone into improving the chemistry of the ionic fluids and 20% into the design of the flow cell.

The Quant F has a range of 497 miles and the Quantino 621 miles, but Nanoflowcell concedes they still need to carry a substantial amount of fluid – 500 litres in the case of the Quant F – in two 250-litre tanks weighing half a tonne. The Quantino carries 350 litres of fuel, which weighs around 350kg. By comparison, a Range Rover TDV6 carries 85 litres of diesel weighing 72kg. That said, unlike petrol, diesel or hydrogen, liquid fuel is easy to distribute throughout the structure

of a car if necessary, especially if it is as harmless as Nanoflowcell claims.

A flow cell is good at producing a steady stream of energy but not the transient spikes of power demanded by a driver. So the Nanoflowcell feeds power to a 2000A supercapacitor acting as a buffer to deliver instant power to the four wheel motors in response to the accelerator pedal.

The flow cell is powerful, with the Quant F’s system generating 735V and 92A. The Quantino, though, has an intrinsically safer low-voltage system, just 48V but “more than 200A”. In real terms, that means the system can deliver enough electrical energy to power four 25kW, 134bhp electric motors and deliver a quoted top speed of more than 125mph. By comparison, a Nissan Leaf’s battery produces 360V.

The Quant E gained TÜV Süd approval to be driven on public roads last year, and the company is now seeking homologation for the Quant F, allowing it to enter production. “One hundred per cent of the exterior qualifies and we are 90% there with the interior,” says La Vecchia. The Quantino, with its low-voltage system, is also being prepared for homologation. The next stage in the process is

crash testing, and La Vecchia hopes homologation will be completed next year.

At Geneva, the Quant F grabbed the headlines with its supercar looks, claimed 1075bhp, top speed of more than 186mph and 0-62mph performance of 2.8sec. But that is really insignificant; what really matters is the potential of Nanoflowcell technology to deliver a decent range from a full ‘charge’, the capability for refuelling with liquid fuel like a conventional car in a short time, the relative simplicity of establishing or converting a network of filling stations and the benign nature of the fuel. Challenges may include vehicle dynamics as the Quant F, weighing 2300kg with full tanks, sheds over 20% of that mass as the fuel is used up.

Nanoflowcell has no plans to build cars in-house beyond prototype stage and is offering the technology under licence. No licences have been adopted as yet, but La Vecchia says there has been interest from some car company bosses. Flow cell technology is being considered globally by energy companies for storing off-peak electricity from the grid. Nanoflowcell also wants to extend its own technology to other means of transport such as trains, trucks, shipping and even aerospace. **A**

# Mazda 2

Mazda's Skyactiv tech revolution transforms its cheapest model

**MODEL TESTED** 1.5 Skyactiv-G 90 SE-L Nav

● Price £14,395 ● Power 89bhp ● Torque 109lb ft ● 0-60mph 10.4sec ● 30-70mph in fourth 23.3sec  
● Fuel economy 50.8mpg ● CO<sub>2</sub> emissions 105g/km ● 70-0mph 51.8m

The previous Mazda 2 probably deserved more attention than it got in the UK. The supermini segment is a tough nut to crack, but being good to drive, decently practical and very pretty really ought to be enough. But, much like being William Baldwin when Alec is available, the 2 turned out not to be the sibling people wanted. Instead, the Ford Fiesta, with the same co-developed platform and similar body, reaped all the glory, becoming Britain's most popular car and the long-term class leader. Now there's a new-generation 2, its

**WE LIKE** Smart, high-quality cabin ■ Sprightly, balanced handling ■ Strong, fast-revving performance



● The 'wing' grille is a signature feature of Mazda's design language, making the 2 difficult to distinguish from the larger 3 at first glance.



● Entry-level SE misses out on front foglights, which appear from SE-L onwards, and that contributes to the cheapest model's hire-car look.



● The 2 features a fairly standard wheel breakdown: the entry-level car gets 15in steel wheels, SE-L upgrades them to alloys and Sport replaces them with a 16in variant.



● The 'predatory' headlights are also part of Mazda's styling theme and their shape is striking enough. Forget about LED daytime running lights, though; they're for the range-topper only.

transformation symbolic of Mazda's maverick choice of direction since its partnership with Ford came to an end in 2008. Mazda makes much of this 2's Skyactiv technology and Kodo styling, unfortunate jargon that actually signifies plenty.

The Skyactiv philosophy – Mazda's umbrella term for reducing the kerb weight and sourcing greater powertrain efficiency – has been instrumental in the new 2's development. Mazda claims that it "aimed to shatter all notions of the class" when it came to remake the 2, which is its way of saying that the



The Mazda 2 name dates back to 2002

model, like many of its rivals, has been scaled up and moved upmarket.

Consequently, it is a little bigger. The new platform, shared with the CX-3, upgrades the 2 from dinky

runaround to a more substantial-looking five-door hatch. The three-door version is no more. Mazda also says the refinement, handling and equipment have all been enhanced.

Buyers choose from either petrol or diesel versions of the Skyactiv 1.5-litre four-cylinder engine and, in the UK, from a trim line-up that starts at £11,995 for an SE and ends at £17,395 for a diesel Sport Nav. We've stayed faithful to the middle and tested a mid-range petrol SE-L Nav, which, at £14,395, probably represents the 2's best chance of finally putting its sibling rivalry to bed.

## DESIGN AND ENGINEERING



At the crux of the 2's new look is the distance between the front axle and the base of the A-pillars. Whereas the previous model favoured something more akin to a monocab profile that apparently brought those two elements closer together, here Mazda has moved the front axle 80mm forwards and the pillars 80mm back. The result, when considered alongside the high shoulder line, wider track →

**WE DON'T LIKE** Uneven mid-range power delivery ■ Still not as practical as some rivals



● There are no trim-identifying badges on the 2, but the Skyactiv badge is positioned loud and proud. Don't expect Mazda to delete this in the foreseeable future.



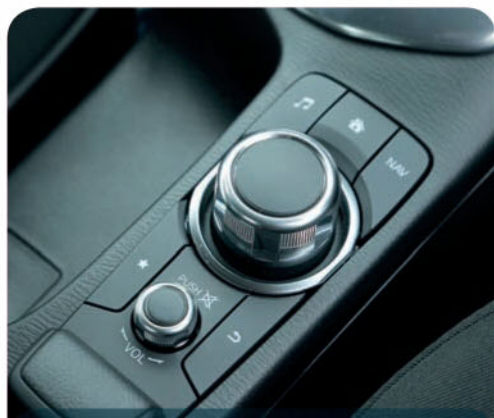
● The rear light clusters aren't quite as sleek as the 3's because of a shortage of space, but a high, flowing shoulder line makes the close relationship between the cars crystal clear.



● Twin exhausts suited the symmetry of the larger 3; quite why Mazda didn't simply hide the 2's single tailpipe away is beyond us.



● The rear spoiler is common to all versions of the 2; likewise the washer jet, which has the unfortunate appearance of being bunged on like an unwanted pimple. It works fine, though.



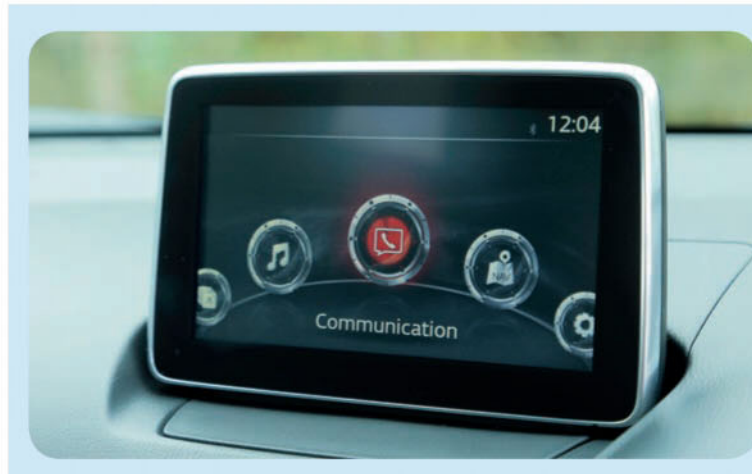
● The rotary multimedia controller and volume knob are positioned farther back on the console than is ideal, but they're simple to use.



● For SE-L, the heater controls are a perfectly pleasant plastic. Upgrade to Sport and the three climate functions get a much glossier fascia.



● So much that is right about the 2 emanates from its rifle-bolt-precise, short-throw gearlever. It's also as pleasant to hold as it is to look at.



## MULTIMEDIA SYSTEM

The 7.0in display screen shown here is standard from SE-L trim upwards (although not the 74bhp model) and it shares its multimedia system with the Mazda 3. Some of the early bugs we experienced with that software have been smoothed out, and despite an occasionally tetchy smartphone connection and a refusal to go into night mode automatically, the system generally performed within expectations.

The presentation and processor speed are not class-leading, but there's a general simplicity to the

set-up that makes it quick to learn and easy to remember.

The absence of a DAB tuner from cheaper versions of the 2 will grate with anyone trying to resell in a few years, but Mazda isn't alone in making that miserly oversight. The presence of sat-nav – essentially a £400 upgrade – is welcome, especially because the integrated software comes with three years' worth of free European map upgrades.

That doesn't leave much room for improvement in the range-topping Sport, with two additional speakers providing its only bragging rights.

← and signature grille, shifts the 2 closer in look to the Mazda 3 above it.

Like the 3, it uses Mazda's Skyactiv platform. This increases the high-strength steel proportion by 12% and ultra-high-tensile steel now makes up 30% of the total structure. As a result, the 2 is not only 22% stiffer than the model it replaces but also 7% lighter, despite being larger.

The suspension is MacPherson struts at the front and a rear torsion beam, very much the supermini norm, but Mazda has increased castor angle at the front wheels to improve steering response and raised the mounting of the twist beam at the rear to better handle impacts. The steering ratio has also been slightly quickened and its mounts adjusted.

Mazda is also keen to highlight the level of attention paid to refinement. Among the solutions are improved floor panel beads for 5dB less radiant cabin noise, a separation of suspension resonance from that of the body cavity, the wind noise-suppressing design of the door mirrors and wipers, and the optimisation of powertrain mounts.

The engines on the end of those fixings are of a fixed displacement.

Both petrol and diesel units come as 1.5-litre variants, although the diesel is inevitably turbocharged. A relative of Mazda's 2.2-litre Skyactiv-D, the 1.5-litre diesel gets a new combustion chamber and fuel injection system, together with a single variable-vane turbo. It develops 104bhp, impressive when you consider that it comes with CO<sub>2</sub> emissions as low as 89g/km.

The petrol motor, certain to be more popular, is available with 74bhp, 89bhp (as driven here) or 113bhp outputs. The least powerful version does without the complicated 4-2-1 exhaust manifold and the unusually high compression ratio that comes with it. The 113bhp petrol and the diesel get a six-speed manual gearbox. The remaining 89bhp model features a five-speed gearbox as standard (and tested here) but it may be twinned with a lightened six-speed automatic if you wish.

## INTERIOR



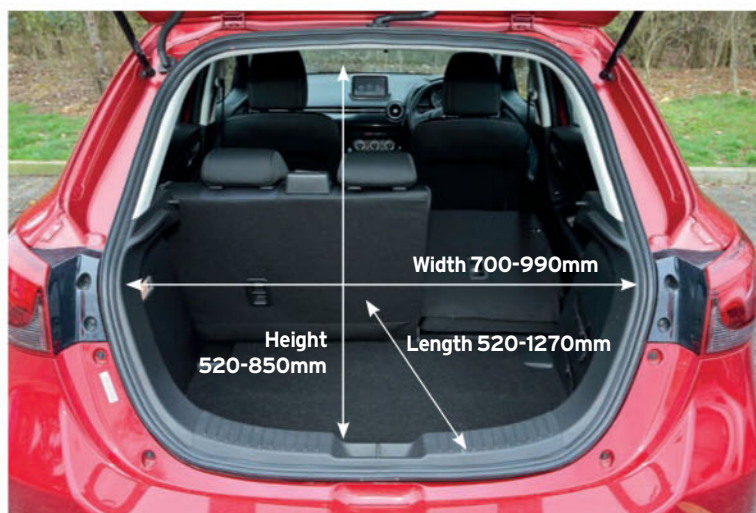
Although it may be a bit more spacious than its predecessor, the cabin space of the new 2 is unlikely to make a dent →



● Occupant space is good in the front, although the seat bases are a bit short and flat. Fascia helps to create a more upmarket ambience than in the previous 2.

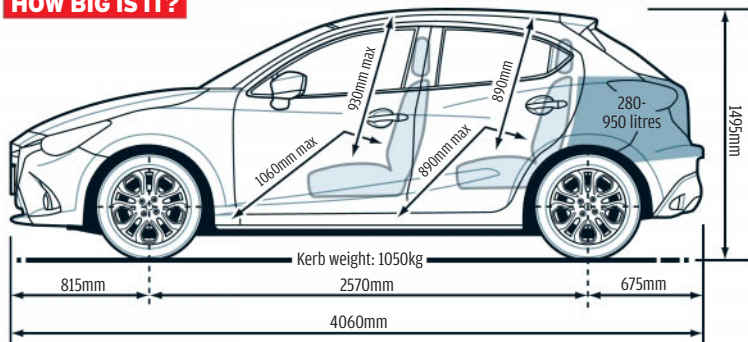


● Second-row accommodation doesn't quite match that of the biggest rivals, but there's room for kids, growing teenagers and smaller adults.



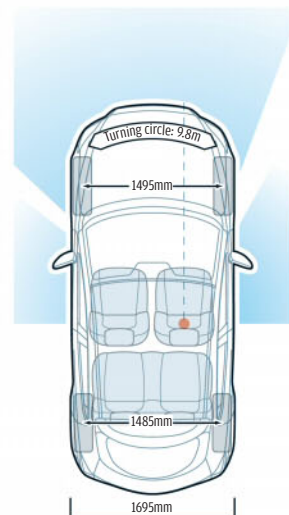
● Boot is a decent size, with a capacity of 280 litres, but it suffers from a quite narrow aperture. Mobility kit is offered in place of a heavier spacesaver spare.

## HOW BIG IS IT?



## VISIBILITY TEST

Pretty typical for a small car. A-pillars don't seem particularly obstructive, but over-the-shoulder view is hampered by the rising window line and fat C-pillars.

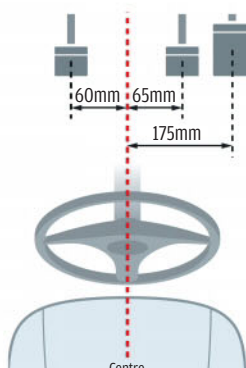


## HEADLIGHTS

Adequate, but nothing worth particular praise. Main beam is powerful enough by halogen standards.

## WHEEL AND PEDAL ALIGNMENT

Spacing and location of the pedals is good. The pedals themselves aren't huge, but you'll seldom miss one. The steering column adjusts for height and reach.



← on your first impression. Instead, how the interior looks is of far more interest than its basic proportions.

Here is a supermini cabin that avoids the pitfalls of tacky styling or unnecessary clutter, delivering in their place a real sense of imagination and savvy attention to detail. This emanates most obviously from the dashboard, a slab of space-conscious architecture that appears to have been downscaled from a couple of classes above. None of its hallmarks – unbroken horizontal lines, nicely corralled switchgear, periscope instrument cluster – are particularly new, but their integration is rarely so well handled. It comes as no surprise to learn that the car's designer, the same man who penned the exterior, originally trained in interior design.

Of course, without immediately crediting it, the size advantage here is already telling. It is the reason why a 12mm-wider centre console and

stack can be absorbed and all heating, ventilation and air-con controls swept onto it, leaving the upper portion of the dash to convey nothing but acres of leather-aping soft-touch plastic and a 7.0in infotainment screen. If only there was room for the associated dial-type controller to be mounted farther forward. As it is, by the time you get to the volume control, you'll be groping almost at your hip to find it.

That's about the limit of our ergonomic complaints, though. You sit marginally too high, although well within the segment's norm, and 20mm of additional elbow room helps to prevent the front cabin from feeling full to the brim when two adults are on board. In the back, the new 2 is far better able to accommodate fully grown legs than it was before; entry and exit are almost certainly easier, too. The boot is similarly decent, with a capacity of 280 litres, if hindered a little by its miserly aperture width.

## PERFORMANCE



Standing-start acceleration isn't the obvious starting point for this section when testing a 90-horsepower supermini, but the 2 has earned a reputation as an athlete among shopper hatchbacks, and this new one makes promises in a similar vein. Mazda claims a 0-62mph dash of 9.4sec for this mid-range petrol version. If it really were that quick, it'd command a remarkable 2.5sec lead over most of its competition.

It isn't, although it's still one of the peppiest cars of its ilk. Our mid-spec test car could have done with a little more rubber under its front wheels for optimum forward thrust, but it still managed a one-way 10.3sec clocking to 60mph in dry, fairly warm conditions. On bigger rims, it might

very well have nipped under 10.0sec on the perfect run. And although that's not quite as sprightly as Mazda claims, it's considerably faster than similarly powerful versions of the Skoda Fabia and Hyundai i20 have recorded for us in recent months.

The 1.5-litre engine's willingness to rev is the key to its success here. Pulling fairly vociferously but sweetly from 4000rpm to more than 6500rpm, the engine makes performance feel zesty and fairly forceful in the lower gears. In the lower half of the rev range, the motor has less to recommend it, with some unevenness and a few apparent flat spots to the power delivery. And you feel them all the more in fourth and fifth gears, which are very tall.

But the Mazda carries the penalties of long ratios and questionable low-range tractability well, simply by making swapping cogs a pleasurable process. The company has developed

## TRACK NOTES

Cars with handling as crisp and intuitive as the 2's are the ones you'd happily rely on when you come across a hazard on the road, because although they may not be blessed with the most adhesive tyres or powerful brakes, they follow your intentions perfectly.

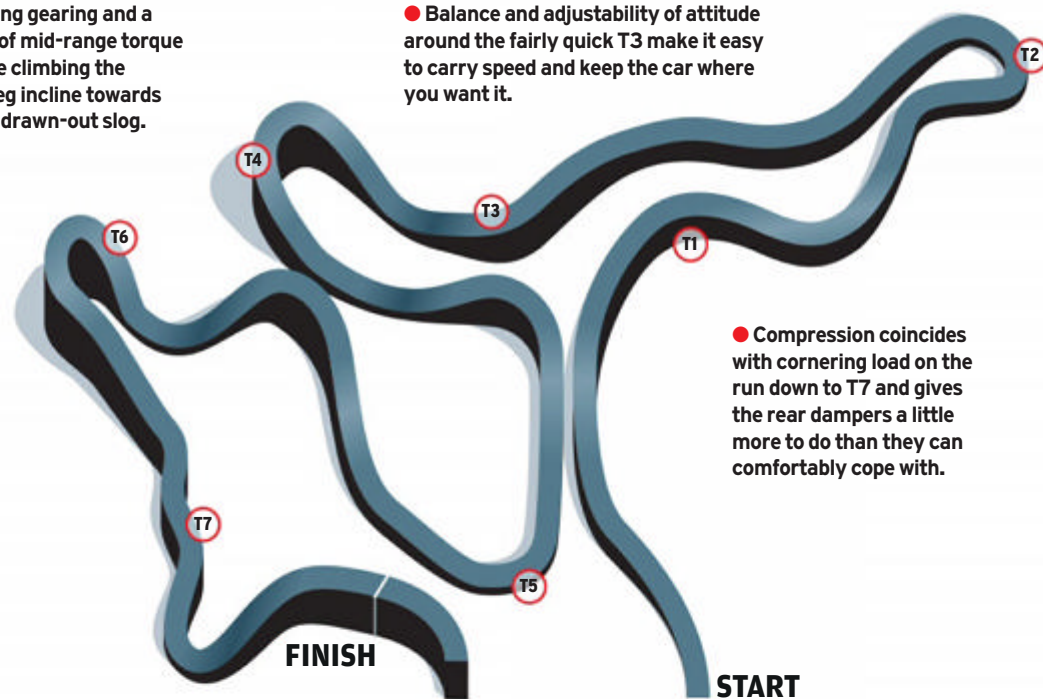
So it is during a test like Millbrook's Alpine Hill Route. The circuit draws some body roll from the 2, teases the odd scramble of wheelspin from its front axle and tests its damping in places. However, the car honours your chosen line brilliantly and even responds with pleasing willingness to more brutish attempts to adjust its cornering attitude.

The fluency of the body control does begin to deteriorate during very hard driving, when bumps, camber changes and cornering loads are all in the mix simultaneously. But whenever this causes an extra snatch of oversteer or a bit of lost momentum, it's always easily dealt with.

● Long gearing and a lack of mid-range torque make climbing the 20deg incline towards T6 a drawn-out slog.

● Balance and adjustability of attitude around the fairly quick T3 make it easy to carry speed and keep the car where you want it.

● Compression coincides with cornering load on the run down to T7 and gives the rear dampers a little more to do than they can comfortably cope with.



## ACCELERATION 15deg C, dry

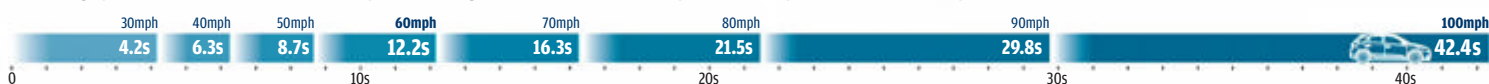
### Mazda 2 1.5 Skyactiv-G 90 SE-L Nav

Standing quarter mile 18.0sec at 78.1mph, standing km 33.0sec at 96.5mph, 30-70mph 11.0sec, 30-70mph in fourth 23.3sec



### Hyundai i20 1.4 SE

Standing quarter mile 18.9sec at 75.5mph, standing km 34.4sec at 94.4mph, 30-70mph 12.1sec, 30-70mph in fourth 20.2sec



## BRAKING 60-0mph: 3.09sec





Fluent handling is matched by a compliant ride



**At B-road speeds, the suspension hits the sweetest of strides, allowing the body to stay flat**

something of a talent for the shift quality of its manual transmissions of late, and the 2 has an appealingly solid, slick and well-defined gearbox, complemented by a clutch with well-matched weight and progressive action and a well-tuned brake pedal.

Ease of use is vitally important in superminis, and this one isn't as easy to drive as some of its rivals in the strictest terms. But it makes up for that in ways that will be greatly appreciated by any interested driver.

## RIDE AND HANDLING



The same careful tuning that's evident in the pedal weights and shift quality shows itself in the way the car rides, handles and steers. It's apparent that better judgement and greater attention has gone into Mazda's development effort on this car than goes into the average small car.

The frequency of the car's gait is fairly low and its ride generally easy-going and well isolated. But Mazda's achievement is in how

perfectly matched that ride feels to the middling but constant weight and pace of its steering, its moderate but very well-balanced lateral grip levels and its gently controlled rate of body roll. It's rare to find a small car of such dynamic consistency, one that doesn't jar your impression of it with at least one incongruent characteristic – a disproportionately pacy steering rack, for example. Developing cars that are so coherent to drive is expensive and not always considered important by supermini makers. But the 2 shows why it should be.

Like its bigger sibling, the 3, the 2 handles in a wonderfully transparent, uncontrived way simply by being easy to guide and going precisely where you point it. But unlike the 3, it has a forgiving softness and pliancy to its springs and dampers. Around town, the car handles speed bumps and drains effectively. And yet at typical British B-road speeds, the suspension hits the sweetest of strides, allowing the body to stay flat and undeterred while the struts, bushings and links below work away very harmoniously indeed.

The difference between the 2 and our favourite supermini to drive, the Fiesta, is mainly described by the breadth and robustness of that dynamic sweet spot. The Fiesta is a cut above no matter how hard you drive it, somehow feeling balanced and spry at urban speeds and declining to run out of poise and composure even under real duress. The 2, by contrast, begins to run out of damping fluency and chassis control when you really grab it by the scruff.

Better that, of course, than spoil its otherwise expertly executed everyday deportment for the sake of slightly more precise limit handling that very few will ever appreciate.

## BUYING AND OWNING



Being efficient, decently equipped, cheap to run and competitively priced is no automatic guarantee of success in Europe's biggest-selling segment, but the 2 currently manages the trick of appearing to be all of these things. Even in its most powerful guise, the

car doesn't emit more than 117g/km of CO<sub>2</sub>, and although the mid-range version we tested failed to topple the Fiesta's exceptional tax-free Ecoboost unit, its 105g/km emissions mean that it's still only £20 for a year's road tax and just £33 a month on benefit-in-kind for the lower-rate business user.

Our chosen trim level delivers as standard a 7.0in touchscreen, cruise control, DAB tuner, Bluetooth and sat-nav for the price of a much less well-equipped Fiesta Zetec. Other rivals do a better job of living up to the Mazda's equipment list, but a severely weakened yen has clearly given this model a useful leg up.

Few outdo the 2 on parsimony, either. Mazda quotes a 62.8mpg combined average from lab tests, which places it among the class leaders. Under True MPG examination it achieved 50.8mpg, almost 6mpg better than an equivalent Skoda Fabia. Even with our heaviest road-testing boots donned, the 2 refused to return less than 40mpg, which is impressive even for the current generation of petrol-sipping superminis. →

## MAZDA 2 1.5 SKYACTIV-G 90 SE-L NAV

On-the-road price	£14,395
Price as tested	£15,045
Value after 3yrs/36k miles	£6750
Contract hire pcm	na
Cost per mile	na
Insurance/typical quote	15E/£501

## EQUIPMENT CHECKLIST

15in alloy wheels	■
Front foglights	■
Heated door mirrors	■
Split-folding rear seats	■
7.0in colour touchscreen multimedia system with rotary controller	■
Satellite navigation	■
DAB radio	■
Cruise control and speed limiter	■
Lane departure warning	■
Smart city brake support	■
<b>Metallic paint, Soul Red</b>	<b>£650</b>

Options in **bold** fitted to test car

■ = Standard na = not available

## RANGE AT A GLANCE

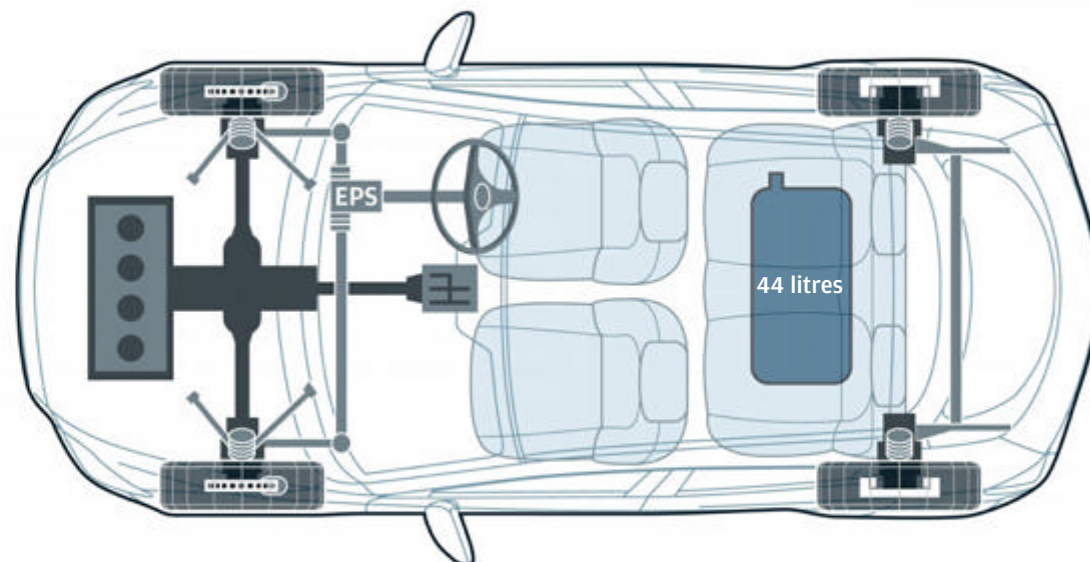
ENGINES	POWER	FROM
1.5 SE	74bhp	£11,995
1.5 SE-L	89bhp	£13,995
1.5 Sport Nav	113bhp	£15,995
1.5 SE-L diesel	104bhp	£15,995

## TRANSMISSIONS

5-spd manual	■
6-spd automatic (89bhp 1.5 only)	£1200

## TECHNICAL LAYOUT

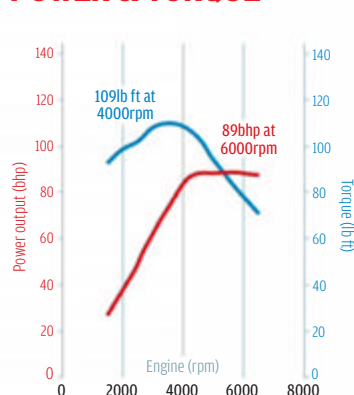
All-steel Skyactiv platform technology delivers a full-size supermini with a dry weight of less than a tonne. A transverse engine up front drives the front wheels via a range of five-speed and six-speed manual and automatic transmissions. Suspension is by struts at the front and a torsion beam at the rear.



## ENGINE

Installation	Front, transverse, front-wheel drive
Type	4 cys in line, 1496cc, petrol
Made of	Aluminium block and head
Bore/stroke	74.5mm/85.8mm
Compression ratio	14.0:1
Valve gear	4 per cyl
Power	89bhp at 6000rpm
Torque	109lb ft at 4000rpm
Red line	6600rpm
Power to weight	85bhp per tonne
Torque to weight	104lb ft per tonne
Specific output	59bhp per litre

## POWER & TORQUE



## CHASSIS & BODY

Construction	Steel monocoque
Weight/as tested	1050/1050kg
Drag coefficient	na
Wheels	5.5Jx15in
Tyres	185/65 R15, Dunlop Enasave EC300+
Spare	Mobility kit

## TRANSMISSION

Type	5-spd manual
Ratios/mph per 1000rpm	1st 3.58/5.6 2nd 1.90/10.6 3rd 1.22/16.5 4th 0.92/21.9 5th 0.72/27.9
Final drive ratio	3.62

## ECONOMY

TEST (TRUE MPG)	Urban	46.3mpg
	Extra-urban	55.2mpg
	Average	50.8mpg
CLAIMED	Urban	47.9mpg
	Extra-urban	76.3mpg
	Combined	62.8mpg
	Tank size	44 litres
	Test range	492 miles

## SUSPENSION

Front	MacPherson struts, coil springs, anti-roll bar
Rear	Torsion beam, coil springs

## STEERING

Type	Electrically assisted rack and pinion
Turns lock to lock	2.9
Turning circle	9.8m

## BRAKES

Front	258mm ventilated discs
Rear	200mm drums
Anti-lock	Standard with EBD and brake assist

## CABIN NOISE

Idle na	Max revs in third gear na
30mph 63dB	50mph na 70mph 71dB

## SAFETY

ABS, EBD, DSC, SCBS	
Euro NCAP crash rating	Not tested

## EMISSIONS & TAX

CO <sub>2</sub> emissions	105g/km
Tax at 20/40% pcm	£38/£77

## ACCELERATION

MPH	TIME (sec)
0-30	3.4
0-40	5.5
0-50	7.7
0-60	10.4
0-70	14.4
0-80	19.0
0-90	25.8
0-100	38.0
0-110	-
0-120	-
0-130	-
0-140	-
0-150	-
0-160	-

## ACCELERATION IN GEAR

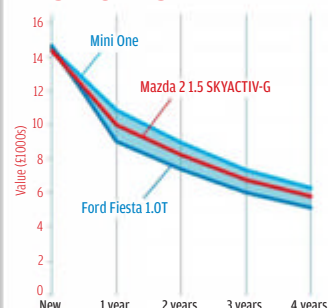
MPH	2nd	3rd	4th	5th
20-40	4.5	8.1	12.7	-
30-50	4.4	7.4	11.4	19.7
40-60	5.0	7.3	11.7	18.2
50-70	-	7.8	11.9	20.2
60-80	-	8.7	12.5	22.5
70-90	-	11.2	14.8	-
80-100	-	-	-	-
90-110	-	-	-	-
100-120	-	-	-	-
110-130	-	-	-	-
120-140	-	-	-	-
130-150	-	-	-	-
140-160	-	-	-	-

## MAX SPEEDS IN GEAR

37mph	109mph	114mph*
6600rpm	6600rpm	4083rpm
1	3	5
2	4	
70mph	114mph	
6600rpm	5217rpm	

RPM in 5th @ 70/80mph = 2507/2865

## RESIDUALS



● A strong showing: 47% retained value after three years would run most volume-brand superminis close.

THE SMALL PRINT Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. © 2015, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the Mazda 2, contact Mazda Motors UK Ltd, Customer Relations Centre, Riverbridge House, Anchor Boulevard, Dartford, Kent, DA2 6SL (03457 484848, mazda.co.uk). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers 35-year-old professional male with clean licence and full no-claims bonus living in Swindon; Liverpool Victoria (0800 066 5161, lv.com). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance; Wessex Fleet Solutions (01722 322888).

## AUTOCAR ROAD TEST

Read all of our road tests [autocar.co.uk](http://autocar.co.uk)

# Mazda 2

## AUTOCAR VERDICT ★★★★★☆

The go-to option for keen drivers is now also a convincing all-rounder



**M**azda should take a great deal of pride that its multi-talented new supermini ranks third in class here. That may appear lukewarm praise, but this segment is brimming with very creditable cars – and, for us, traditional volume players like the 2 have to be ranked against premium and budget-brand options. So in scoring so highly, the Mazda has eclipsed the Skoda Fabia and Hyundai i20 (both new to market in the past six months), dislodged the Volkswagen Polo from its long-time podium status, banished the likes of the Renault Clio and Citroën DS3 to off-page obscurity and given a Mini One serious pause for thought.

It has done that with a combination of usability, fuel economy, quality, pace, handling prowess and value for money that makes this a much more versatile and complete car than its predecessor – yet it's still a touchstone for enthusiast drivers. The 2 continues to be Japan's best effort at a classic, European supermini, but it's now a better one than most of the Europeans.

### TESTERS' NOTES



**MATT SAUNDERS**  
 Couldn't work out which menus on the multimedia system were best navigated using the rotary controller and which via the touchscreen.



**NIC CACKETT**  
 When it comes to journey time predictions, Mazda continues to programme its sat-nav systems with the pessimism of a dowager countess.

### SPEC ADVICE

The range-topping Sport trim adds 16in wheels, climate control and parking sensors for just a £600 premium. That's a temptation. But if you can resist it, the 89bhp petrol SE-L Nav trim, as tested, seems right on the money. Early experience of the heavier diesel suggests that it takes the edge off the 2's ride.

### JOBS FOR THE FACELIFT

- Dial up the damping, but only by a smidgen.
- Smooth out the mid-range power delivery.
- Fit the closer-stacked gearbox from the 113bhp version to bring the engine's lustre to bear.

### AUTOCAR ROAD TEST TOP5

MAKE	1st	2nd	3rd	4th	5th
<b>Model</b>	<b>FORD</b> Fiesta 1.0T Zetec	<b>MINI</b> One 5dr	<b>MAZDA</b> 2 1.5 SE-L Nav	<b>VOLKSWAGEN</b> Polo 1.2 TSI SE	<b>HYUNDAI</b> i20 1.4 SE
<b>Price</b>	£14,695	£14,350	£14,395	£14,360	£13,325
<b>Power</b>	99bhp at 6000rpm	101bhp at 4250rpm	89bhp at 6000rpm	89bhp at 4800rpm	99bhp at 6000rpm
<b>Torque</b>	125lb ft at 1400rpm	133lb ft at 1400rpm	109lb ft at 4000rpm	118lb ft at 1400rpm	99lb ft at 3500rpm
<b>0-60mph</b>	11.2sec (claimed, to 62mph)	10.1sec (claimed, to 62mph)	10.4sec	10.8sec (claimed, to 62mph)	12.2sec
<b>Top speed (claimed)</b>	112mph	119mph	114mph	114mph	114mph
<b>Fuel economy (combined)</b>	65.7mpg	58.9mpg	62.8mpg	60.1mpg	51.4mpg
<b>Kerb weight (claimed)</b>	1101kg	1150kg	1050kg	1107kg	1060kg
<b>CO<sub>2</sub>/tax band</b>	99g/km, 14%	108g/km, 16%	105g/km, 16%	107g/km, 16%	127g/km, 20%
<b>Verdicts on every new car, p68</b>	Engine and chassis are a cut above. Cabin is showing its age. Still a formidable car. ★★★★★	Now a usable, mature offering as well as the desirability king. Short on equipment, though. ★★★★★	Great to drive and much better to own than the old one. Frugal and pacy with it, too. ★★★★★	Captain Sensible is still strong enough to merit consideration. Classy and comfortable. ★★★★★	A practical choice capable of providing a degree of fun. Very good value as well. ★★★★★

# YOUR VIEWS

Write to Autocar  
autocar@haymarket.com

## LETTER OF THE WEEK

### The joy of XJS

James Gardiner rather misses the point with his ruthless condemnation of the Jaguar XJS (Your Views, 1 April). Unlike the E-Type, it was never regarded as a design classic, but, as part of Jaguar's history, it does quite legitimately have a place with the classic car fraternity and they would never try to compare it to a present day Jaguar XF or F-Type.

Far from being delusional, they understand that car design is a continual process, but they also have the intelligence to understand that appreciation of good design is very much in the eye of the beholder – a subjective matter that James Gardiner fails completely to comprehend.

**Trevor Roberts**  
via email



#### WIN

Letter of the week wins a  
ValetPRO exterior protection  
and maintenance kit worth £58.95

**Valet PRO**  
PROFESSIONAL VALETING SUPPLIES

#### A POOR SHOW

James Ruppert's article on showroom VIP events (Deals, 1 April) amused me because I had recently attended one of these events with my husband.

The showroom had balloons outside and a depressing atmosphere inside. We were greeted by two gentlemen in garish polo shirts and baseball caps. Our details were written on a piece of paper and an eye was cast over our present car. The car we were interested in wasn't available and they didn't know when it would be. I suppose they might ring and tell us if they don't lose the bit of paper.

I am 72 years old and the mind-numbing process of negotiating with car dealerships hasn't changed since I bought my first car. If these events are main dealerships' best attempts at marketing in 2015, spare me!

**Jenny Walton**  
via email

#### ENDANGERED SPECIES

As a long-time Alfa Romeo fan, I have always been amused by the Arna (Deals, 8 April). According to the DVLA, there are only two in the UK, both on SORN. So even if you were mad enough to look, you probably won't find one.

**Alex Roebuck**  
*Chiddingfold, Surrey*  
Sounds ripe for a modern 'heritage' edition. Over to you, Alfa – MB

#### HOW LOW CAN YOU GO?

In the past five months Autocar has published two letters from Chris Farara, who continues to moan that driver's seats shouldn't be low. It appears that Mr/Ms Farara cannot comprehend the simple concept: the lower the seat, the better the driver is able to sense and react to the dynamics of the vehicle.

**Gary Williams**  
London



Alfa Arnas are in short supply, says Alex

#### TIMES CHANGE

I bought my first Autocar in January 1968 for the launch of the Ford Escort and have bought it every week since. Just a couple of many observations.

The cars. You wrote about the Renault 16: "More impressive than the car's liveliness is its refinement, lack of fuss and overall quietness... the 16 can be driven at bumps, ridges and potholes with abandon, there being no audible thump and no pitching."

How rarely you write about such refinement these days. Nowadays in your tests there is nearly always reference to road noise and firm ride. With increased congestion, poor roads and slowing traffic, I wonder if there would be a demand for really quiet, comfortable cars?

The prices. A Jaguar 240 was £1469, a Mercedes-Benz 220 £2388. Have Mercedes become cheaper or Jaguars more expensive?

**Graeme Cassidy**  
via email

#### WOMEN, KNOW YOUR PLACE

Browsing through February 1962's copy of the US journal Motor Trend, I read a test of the Studebaker Hawk GT. The following passage amused: "We don't think it's a car that the little lady will enjoy driving (ours didn't). But then, that's what the passenger seat is for."

#### AUTOCAR

What you're saying on autocar.co.uk

### Citroën's new Aircross concept

Utterly meh. Why doesn't Citroën make nice cars like it used to, instead of boring pseudo off-roaders to clutter up our garden centre car parks?

**Chris576**

What were they thinking? Is Jurassic Park 4 about to be filmed featuring one of these?

**DBtechnician**

They were onto something with the



Cactus – that look could work. This concept looks more like a makeover of the old C-Crosser than a complete design.

**EndlessWaves**

I like it. It's a shame nothing like it will be built. Not sure about the design of the dash, though, or the colours for the interior.

**squelchuk**

A manual-only Porsche Boxster Spyder won't be suitable for everyone



Ford doesn't offer an Armitage Shanks trim level just yet



All she has to do is to sit back in that big, comfortable bucket, relax, keep reasonably quiet and be secure in the fact that this car was designed with her particular man in mind."

The test ends: "The Hawk GT is strictly a man's car and Studebaker-Packard's president deserves at least one free round wherever real men congregate for having the guts to buck the frilly feminine-oriented thinking that has crept into American automotive styling during the last decade."

The car had severe axle hop on the way to coaxing an 11.7sec 0-60mph time from its 4737cc V8. A real man's car, clearly.

**Dr Peter Swinyard**  
Swindon

#### AT YOUR CONVENIENCE

In your report on your latest Ford Focus long-term test car (Our Cars, 1 April), one

item caught my eye in the specification: 'Convenience Pack, £850'. As an old-age pensioner, I felt this might be just the thing for me. Perhaps a vacuum-assisted fitted loo would be just the answer to my carefully programmed long-distance journeys. But on closer reading, I fear not, and many stops will continue to be the norm on my longer journeys. Pity.

**Michael Anthony**

*via email*

*An interesting and not entirely pleasant thought, Michael. Ford's Convenience Pack comprises Active Park Assist, front and rear parking sensors, power folding mirrors and electric front and rear windows – MB*

#### TRANSMISSION DECISION

With regards to Matt Prior's 'beaming smile' piece on the manual gearbox-only Porsche Cayman GT4 and the latest Boxster Spyder (Tester's Notes, 1 April), I fully agree with his uplifting description of both of these superb cars, both of which I would consider buying.

But perhaps he would like to spare a minute or two to ponder over the group of people that will never be able to fully enjoy these cars, and that is the disabled. If either car had been offered with a PDK automatic gearbox, I would have seriously considered purchasing one. I'll just have to stick with Mercedes-Benz for the time being.

**Martin Hoyle**

*Torquay, Devon*



These days, women actually drive cars

# NEXT WEEK

Inside the magazine – on sale 29 April

## INSIGHT



**Piloted driving** We sample the autonomous Audi A7 concept on the autobahn



## ROAD TEST

**Suzuki Vitara**

Latest weapon in Suzuki's European expansion plans rated



## INSIDE STORY

**Webber's Porsche drive**

Le Mans star Mark Webber tests our own Jesse Crosse's 911 Turbo

## FIRST DRIVE



**Ford S-Max** First impressions of the Blue Oval's new seven-seat MPV

CONTENTS SUBJECT TO CHANGE

# OUR CARS

A week in the life of Autocar's fleet

AUDI  
A6 AVANT



Barnaby Jones

AUDI  
TT



Stan Papior

CATERHAM  
SEVEN 160



Colin Goodwin

CITROEN  
C4 CACTUS



Lewis Kingston

FERRARI  
FF



Steve Cropley

FORD  
FOCUS



Tim Dickson



## Ferrari FF

**FIRST REPORT** Ferrari designed this V12 four-seater to be usable every day. Over the next few months, we plan on doing just that

When your mission is to pick up a Ferrari for extended road testing, it's hard to resist the impulse to dress up a bit. It's an extraordinary moment in your motoring life, after all, and you can also bet that everyone you meet on such a mission will be pin-striped. Ferrari dealer Marcus Uzzell certainly was when I stepped over the threshold of Maranello, his Egham dealership just outside London's orbital M25, to collect the 13,700-mile Ferrari FF we'll be running through the summer.

The car looked magnificent, of course, resplendent in the same metallic red Ferrari designed for its 2007 grand prix cars, when a colour adjustment was needed to the livery in order to make the cars extra-red on digital television.

The FF (for Ferrari Four) is the

marque's rule-breaker of recent years, a two-door four-seater with a novel on-demand four-wheel drive system that takes drive to the front wheels directly from the front of the mighty front/mid-mounted V12, but only when the rear wheels have already begun to slip. The car was born out of a perception among Ferrari's bigwigs that the firm's cars weren't being used day to day like those of some competing marques. Indeed, the brochures show FFs forging up snowy hillsides, evidently bearing their owners towards ski chalets.

This is probably the most sensible Ferrari you can buy, with its roomy cabin and big doors, its snug but useable rear seats and its long-wheelbase chassis built for stability and bristling with sophisticated electronics, plus, when

### We will take this extraordinary machine and apply it to ordinary situations

needed, that four-wheel drive system. Our own tests have already shown the combination confers on the FF all the high and low-speed traction a supercar needs, even when powered by a 651bhp 6.3-litre V12 and endowed with huge performance (for the record, 0-62mph in 3.7sec and a top speed of 210mph).

Ferraris and four seats have never had a massive take-up, not least in the UK. When the Ferrari FF was launched in 2011 by company CEO Amedeo Felisa, its production target was given as 800 units a year worldwide, which (given that the UK regularly takes about 10%

of total Ferrari volume) indicates that only about half a dozen FFs a month find new owners in the UK. So it's a rare car.

Still, the thread of our enquiry over the next few months won't primarily be about the spectacular side of Ferrari driving, ever available though that is. The idea is to take this extraordinary machine and apply it to ordinary motoring situations, to discover what living with a Ferrari V12 is really like. Ferrari's steady contention is that the car works well in a wide variety of situations, which is why it is allowing a car priced at just over £300,000

HYUNDAI  
i20



Aaron Smith

JAGUAR  
F-TYPE



Nic Cackett

KIA  
SOUL EV



Hilton Holloway

MINI  
COOPER



Mark Tisshaw

RANGE ROVER  
SPORT



Steve Cropley

RENAULT  
TWINGO



Matthew Burrow

TOYOTA  
GT86



Matt Prior

SKODA  
OCTAVIA



Matt Burt

VOLKSWAGEN  
GOLF R



Allan Muir

VOLVO  
V60



Hilton Holloway

Long wheelbase and four-wheel drive make the FF stable and surefooted



The front-mounted 6.3-litre V12 produces 651bhp



The FF's cabin is both spacious and comfortable



Rear seats are snug but add a dose of practicality



Maranello's customers enjoy an exemplary buying experience

a couple of years ago (and able to command about £180,000 today) out of its sight for more than a few days.

The Maranello dealership is located in a recently restored art deco showroom on the Egham bypass, well known to generations of visitors because it was once the lair from which the Colonel Ronnie Hoare, the UK's legendary Ferrari importer (reputed to have a direct line to Enzo himself) ran his business for several generations.

Nowadays it has all the modern facilities, including a close replica of the famous atelier at Ferrari's Italian HQ, where buyers can sit for as long as they want, reviewing their new Ferrari's specifications, options, colours, leathers and trim materials and configuring them on a big screen

that can combine them. But in a sense, such facilities are expected by luxury car buyers.

More surprising is the remarkable deal Ferrari offers buyers of secondhand cars through its official dealerships. Choose a nearly new Ferrari and it'll be covered by the balance of a standard three-year warranty that is extended by a year for free in the UK.

Even outside that, it'll be covered by a two-year warranty. Beyond that, up to the 12th year of its life, it can be covered by a warranty Ferrari calls New Power Formula. This is run by Ferrari itself and not an insurance company, because its aim is to keep Ferraris on the road, not generate profits for shareholders.

Oh, and just like every Ferrari ever built, your used car qualifies

for free roadside assistance, even if it's covered by neither a new-car warranty nor New Power. The company insists it isn't trying to suggest that Ferrari ownership is cheap, but it is absolutely passionate about removing perceived risks, and it shows. Eventually, weighed down with information, glossy brochures and some superb illustrations of our car, we drove the red FF away into its new ownership.

First impressions? As good as you'd think. The cabin is roomy, the seats inviting and supportive and the driving position satisfyingly 'front-engined Ferrari', with a high, near vertically set wheel, over which you sight down an exotically sculpted bonnet. The V12 barks into life in a way that turns heads, but after you've squeezed the

right-hand paddle to select a gear, the accurate accelerator allows you to glide smoothly into traffic while conveying the promise of big action when its ample travel is more extravagantly used. Much more on that, very soon.

[steve.cropley@haymarket.com](mailto:steve.cropley@haymarket.com)

## FERRARI FF

**Price new (inc options)** £314,662

**Price now** £180,000 **Options** Rosso 2007 F1 paint £19,130, panoramic glass roof £10,560, carbonfibre dash inserts £8615, suspension lift system £3564, 20in dark-painted alloys £3552, premium hi-fi £3552, ventilated electric seats £2112, front parking camera £1920 **Economy** 18.3mpg (combined)

**Faults** None **Expenses** None

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# Skoda Octavia Estate

**FIRST REPORT** We're already forming a disorderly queue to drive our spacious new Octavia wagon. How will it withstand our load-lugging and people-moving needs?

**E**vidence of our new Skoda Octavia Estate's allure as a practical vehicle with a multitude of potential uses wasn't long in coming. Even before I collected the keys in late March, the first request to borrow it had been lodged.

Digital editor Mark Tisshaw had some Swedish-made furniture to haul and wanted to know if it would fit (as it turned out, the Skoda couldn't quite accommodate a wardrobe, but I'll elaborate on that in a future update).

Next in the queue was Nigel Donnelly, Tisshaw's opposite number at What Car?. He had to dash to Sheffield to – you've guessed it – collect a piece of furniture. Then snapper Luc Lacey spirited the car away as transport for his camera gear and tripods.

The long and the short of it is that in the eight days the Octavia was out of my sight, the odometer leapt from 153

miles to more than 1300. As you can see, it's not uncommon for our long-term test cars to be worked hard, particularly when they offer a strong, headline-stealing selling point such as the Skoda's 1740-litre seats-down load capacity (once you've pulled the easy-to-find toggles that fold the rear seatbacks).

In the months ahead, I'll be putting our metallic silver Octavia's appetite for big miles to the test. In my hands it will rack up almost 100 miles per working day as I commute up and down the M3. That regular journey informed our decision to choose a diesel engine over a petrol variant, and also the more expensive option of a six-speed DSG dual-clutch automatic gearbox over a manual, to let the transmission shuffle its own ratios in the stop-start rush-hour traffic.

Our car's 2.0 TDI engine has 148bhp and is good for 62.8mpg, by the

manufacturer's reckoning. Our trip computer is indicating 46.2mpg at present, so we've got a bit of work to do.

The car is in posh Elegance spec, which augments mid-range SE trim with items such as Alcantara and leather upholstery, cruise control, floor mats, a centre armrest for rear passengers and a variable-height boot floor. Sat-nav comes as standard with Elegance trim, but we've upgraded to the larger and more sophisticated Columbus system, which is a £1000 option.

We've also ticked the box for the £600 winter pack, the benefits of which we might not fully appreciate until the autumn when the nights being to draw in and the temperature drops.

We spend half our time shunting into and out of tight urban parking spaces, so we think parking sensors are a shrewd investment at £350, especially

given that our car's metallic paint set us back by the same amount.

All in, we've bumped the £24,580 sticker price to £27,205. We still feel that's a lot of car for the money both in terms of space and kit, and that's exactly what we'll be putting to the test over the coming months.

**matt.burt@haymarket.com**

## Skoda Octavia Estate Elegance 2.0 TDI

**Price** £24,580 **Price as tested** £27,205 **Options**

Sat-nav £1000, winter pack (heated front seats, windscreen and washer nozzles) £600, parking sensors £350, metallic paint £350, space saver spare wheel £100, multi-function steering wheel £150, boot net £55, Simply Clever variable boot floor £20 **Economy** 46.2mpg **Faults** None **Expenses** None



Our new arrival clocked up 1000 miles in its first week



Elegance spec means Alcantara trim and cruise control



Roomy boot can hold loads of kit even with the seats up

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# Citroën C4 Cactus

**Mileage | 2430** A second opinion on Citroën's quirky family hatch highlights what it gets right and where it falls short

Let's say, just for a moment, that we swallow the recent split between Citroën and DS hook, line and sinker. So DS is focused on style and a bit more agility – grand tourers, if you will. That leaves Citroën with the automotive magnolia that is the C4, a couple of worthy Picassos and, er, remarkably little else.

That's what makes the C4 Cactus such an important car – because it is the first pointer (and only that) to what Citroën gets to become over the next decade. I remember seeing the initial concept for the Cactus and being told that the design brief for the project was a ground-up rethink of what a family car actually needs to be. So I was keen to borrow Lewis Kingston's example and see how the ideas work in practice.

It's a cheap car, the Cactus, with costs clearly pared back in a number of areas (not least the platform, which is the elderly PF1 chassis that can be traced back to the previous C3), but Citroën's team gets a star for putting the plusher bits where they need to be. Door linings? Cheap, hard plastic. Door handles? Pliable material that's



Multi-purpose screen lessens the need to touch hard plastics



Flat seats and awkward driving position are surprising flaws

designed to feel like the strap on a posh set of luggage.

The same goes for the fascia. It's ostensibly a hunk of hard plastic – no Volkswagen-like dense foam here, thank you very much – but that enormous central screen means you rarely have to touch the dashboard at all.

It's strange, though, that the C4 Cactus falls short on some of the basics. The ultra-soft front seats – designed to encourage conversation between the front passengers, as if they're sitting on a sofa – aren't actually that comfortable. They're short on lateral support when cornering, but more importantly, I found that they sagged on longer journeys (again, like a well-worn sofa), leaving me with lower backache. Things aren't helped by the driving position; the steering wheel adjusts

for height only, so whether you can get comfortable depends a lot on how long your arms are in relation to your legs.

I don't think the ride is as comfortable as it could be, either. The overall suspension set-up is soft, but the types of gaping potholes that seem to litter the UK's urban roads do too good a job of clunking through to the cabin.

The feeling of cheapness also extends to the build quality. I took the car on the motorway in the recent blowy weather and was perturbed not only by how susceptible it was to crosswinds but also how strong gusts were able to make their way into the cabin. Something in the ventilation system did an impression of Stevie Wonder on harmonica every time the wind picked up.

The Cactus does deliver in other areas, though. Our car's turbocharged

1.2-litre three-cylinder petrol engine is smooth and surprisingly refined when you're up to cruising speed. It had enough poke to cope comfortably with my parents and their luggage on a run to Heathrow, too.

We've got a few thousand miles more to find out for sure, but my suspicion is that the Cactus will ultimately prove to be a style-focused model with a few novel touches – a worthy alternative to, say, a Nissan Juke. But the future of the family car? I'm much less sure of that.

[john.mcilroy@haymarket.com](mailto:john.mcilroy@haymarket.com)

**Citroën C4 Cactus  
Flair PureTech 110 S&S**

**Price** £17,290 **Price as tested** £19,060

**Economy** 40.1mpg **Faults** None

**Expenses** None **Last seen** 1.4.15

# DEALS

Bargain new  
and used motors



## Useful wagons from under £1k

No matter what kind of estate you're after – big, quick, stylish, cheap – **James Ruppert** has it covered

**W**hatever happened to estate cars? People don't talk about them like they used to. There are, of course, so many options to consider: fancy people-carriers, and crossovers and SUVs, whatever they are. The thing is that estate cars are just so blinking useful. They can be really rather quick, too.

I've had a Volvo V70. It was boring but it did the job, so let's start with this load-shifting icon. Between £750 and £1000 gets a cleanish 2000 2.4 Classic. This is all the estate you'll ever really need, because the load bay is big, long and flat. The rear-facing seats are outclassed by modern seven-seaters but are fine for children.

Go for the newer, less slabby model.

Don't worry about miles too much if it's a petrol example, and an SE has all the essential kit. However, if you have a need for speed, you'll find T5s for £1500 to £2000 and you might stumble across an AWD, but some can be a lot of trouble.

If you want a quick estate, the Audi RS4 Avant is the first choice. It is a banker in the long term because it has stopped depreciating and is on the gradual rise. They start at £10k, but the nicer ones with proper history are £12,995 and up for the earlier 2001 models. If you want a facelifted 2007 example, that's £15,995, but it doesn't look as special.

Many would say that if you want to shift stuff, you need the bigger RS6. The larger Avants are also a bit cheaper,



Tidyish Volvo V70 can cost £750-£1000

often because they get used and the miles can be big. About £9000 will get a 2003 example with a reasonable 100,000 miles on the clock.

If you don't care about style and just need cubic inches, there's the Ford Mondeo estate. They are huge and also huge value for money. You can find them almost anywhere, too. Firstly, I adore the old 2000-on model, which now costs buttons and is the

**If you don't care about style and just want cubic inches, the Ford Mondeo estate is huge and now costs buttons**



**P64 James Rupert**  
Used car expert



**P66 Steve Cropley**  
Deals expert



**P68 Nic Cackett**  
Data expert

First-generation  
Audi RS4 Avants  
start at about £10k



## BANGERNOMICS BEST BUYS



### READER'S CAR: RENAULT LAGUNA

Daniel Goff bought a magnificent Renault Laguna Expression dCi 130 for £900. It's a two-owner, 2006, 55-plate example with 144,000 miles, full service history, four good tyres and 12 months' MOT certificate. It had also been serviced shortly before he bought it this year. He says: "Everything seems to work, apart from one of the keycards. It will get used as a third-car workhorse for carrying the dog and then I'll stick it up for a grand in six months – surely a perfect case of Bangernomics."

### SEND YOUR BANGERNOMICS TALES TO JAMES

Twitter: @Bangernomics  
Email: james@bangernomics.com

### WHAT CAUGHT MY EYE THIS WEEK: HONDA HR-V

The HR-V looked like it was from outer space when it was launched and there's nothing like it now – even though a new one is coming. Buy one.



### USED CAR DILEMMA: DAIHATSU HIJET

What an incredibly ridiculous and worryingly small people-carrier. Essentially, you need to keep your foot on the floor to persuade the 1.3 engine to do anything with six people on board. A 'Honey, I Shrunk the Minibus' situation.

Bangernomics choice if you have only a grand to spend, and a 2.0 Zetec would be perfect. But if your budget is bigger, pop along to a car supermarket and you'll find loads of them parked in a row. A 2011 2.0 TDCi 140 Titanium with a solid 80,000-plus miles is just over £8k. About £3k gets you into new-shape models, and they won't be worn out. A 2007 2.0 petrol Ghia would be a good buy. It will have a six-figure mileage, but the engine is decent and pretty durable.

I've hardly scratched the estate car surface here. Vauxhall Astra estates from 1998 on are proper vans with windows. The E39 BMW 5 Series Touring is utterly unburstable...

I think we're going to need a part two to this. We just can't fit them all in.

**SIX SEATS**

**IMPOSSIBLY SHORT WHEELBASE**



# Sign up to the electric car revolution

Forget filling stations; you won't find anywhere to stick a fuel pump nozzle in this septet of battery-powered cars, says **Steve Cropley**

## 1 Nissan Leaf (2011-current)

The Leaf is the generic modern electric car, launched early in 2011 when putting an EV in your showroom was a much riskier move than it is now. An update a couple of years ago increased the range (a bit) and revised the controls (a bit).

Early model or late, the Leaf is a smooth-driving choice with proper family accommodation and good

build quality. Battery life is still a bit of a gamble, though.

The issue is whether the car you buy has a bought battery or a leased one, but either way don't expect bargain prices. Early models start at around £8k (battery bought), but a later-spec 2013 car can be £12k-plus. Mileage isn't a problem, though. Most have done under 20,000 miles.



2



## Renault Zoe (2013-current)

The Clio-based Zoe is simple, compact, attractive and cheap. Renault has lately announced a deal to sell the Zoe's battery with the car from new, but any you find on the used market (from £8k) are likely to include takeover of a battery lease at about £45 per month.

The Zoe is exceptionally easy to operate and can at last be had with a lead that'll charge it (albeit slowly) from a three-pin home plug. Expect a real-world range of 80 to 90 miles.

3



## Mitsubishi i-MiEV (2009-current)

The i-MiEV, also badged Citroën C-Zero and Peugeot Ion, did good business for Mitsubishi about five years ago and still makes an okay city car. But it doesn't have either the up-to-minute safety design or 100-mile ranges of newer electric cars. It's very narrow, though, and well screwed together in the Mitsubishi manner, which is why even early cars command £5k to £7k. You can pay £9k for a low-mile 2012 example, although a Zoe is probably a better idea.

## Tesla Model S (2013-current)

A truly amazing car, the Model S is the Rolls-Royce of electric cars. Billionaire Elon Musk's US company launched it almost from a standing start – having made only the Lotus-derived Roadster previously – yet many (us included) compare its looks, prestige, comfort and build standards with a BMW 5 Series.

Ultra-quiet and smooth on the road, this is a new kind of executive travel. Reasonable supply of very low-mile used examples are appearing at £60k-plus – enough of them to allow buyers to avoid undesirable left-hand-drive US imports, which often lack the latest software and most recent dynamic tweaks.

4





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7



## Renault Twizy (2012-current)

France's beguiling all-electric two-seat quadricycle – complete with 17bhp engine and governed 50mph top speed – created an amazing amount of interest when it hit the market three years ago, although it probably hasn't found quite as many UK customers as the maker would have liked. Two

reasons: it can be cold to ride/drive, and despite appearances it can't scythe through traffic like a scooter. But it's fun and safe, with a safety cell, rollover protection and a steering wheel airbag. Low-milers abound from around £3500, but don't forget you'll need to take over the battery lease at £40 per month.

5



## G-WIZ (2001-2012)

The UK's most popular electric car for a decade, the G-Wiz's fortunes have fallen as 'proper' EVs have appeared, complete with crashworthy bodies, modern ergonomics and decent dynamics.

The G-Wiz, which was classed as a quadricycle and for a while beloved of City types who took advantage of favourable parking regulations, is very small yet can take a couple of kids in the back, though not in great safety. It's crude to drive, too, and out of its depth out of town. Early examples are now under £2000.

6



## BMW i3 (2014-current)

Munich's quirky five-door has done more for battery cars than any other, simply because BMW worked hard to simplify ownership and enhance driving dynamics. A long and seductive options list means you can pay £40k-plus for a new i3, but there's a plentiful supply of one-year-olds (both all-electric versions and range extenders) available at £22k-£26k. Any i3 steers and rides as enthusiasts of the brand expect, while compact dimensions and the elevated driving position also appeal. Rear suicide doors are inconvenient at times.

# NEW CARS A-Z

For full reviews of every car listed here, visit our website, [autocar.co.uk](http://autocar.co.uk)

## Autocar's star ratings explained

- ☆☆☆☆☆ **0-20%** Inherently dangerous/unsafe. Tragically, irredeemably flawed.
- ☆☆☆☆☆ **20-35%** Appalling. Massively significant failings.
- ☆☆☆☆☆ **35-50%** Very poor. Fails to meet any accepted class boundaries.
- ☆☆☆☆☆ **50-60%** Poor. Within acceptable class boundaries in a few areas. Still not recommendable.
- ☆☆☆☆☆ **60-65%** Off the pace. Below average in nearly all areas.
- ☆☆☆☆☆ **65-70%** Acceptable. About average in key areas, but disappoints.
- ☆☆☆☆☆ **70-75%** Competent. Above average in some areas, average in others. Outstanding in none.
- ☆☆☆☆☆ **75-80%** Good. Competitive in key areas.
- ☆☆☆☆☆ **80-85%** Very good. Very competitive in key areas, competitive in secondary respects.
- ☆☆☆☆☆ **85-92%** Excellent. Near class leading in key areas, and in some ways outstanding.
- ☆☆☆☆☆ **>93%** Brilliant, unsurpassed. All but flawless.

Full road test on [autocar.co.uk](http://autocar.co.uk)

Any car that has had a full Autocar road test is highlighted in yellow.

**FOR FULL RESULTS see page 81**

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
<b>ABARTH</b>				
<b>500 3dr hatch</b>	Good value hot hatch. In Esseesse trim it's great fun to drive	★★★★☆		
1.4 T-Jet	£14205	133	155	26
<b>500 CONVERTIBLE 2dr open</b>	Open-top hot hatch; has a softer ride than the tin-top car	★★★★☆		
1.6 16v Turbo T-Jet	£16005	133	155	27
<b>PUNTO EVO 3dr hatch</b>	Scorpion-badged Punto is fun, but not the most focused hot hatch	★★★★☆		
1.4 Turbo M'Air	£16857	161	142	30
<b>ALFA ROMEO</b>				
<b>MITO 3dr hatch</b>	Classy, well equipped and cheap. No dynamic benchmark	★★★★☆		
0.9 TB TwinAir 105 Distinctive	£16070	103	98	13
0.9 TB TwinAir 105 Sprint	£14870	103	99	13
0.9 TB TwinAir 105 OV Line	£16820	103	98	13
1.4 140 M'air TCT Distinctive	£17620	138	124	19
1.4 140 M'air TCT OV Line	£18370	138	124	20
1.4 170 M'air O'Verde	£20210	168	139	26
1.3 JTDm-2 85 Sprint	£15415	94	90	11
1.3 JTDm-2 85 Distinctive	£16655	94	90	11
1.6 JTDm-2 120 O'Verde S-S	£17820	118	114	19
1.6 JTDm-2 120 OV Line	£18570	118	114	20
<b>GIULIETTA 5dr hatch</b>	Stylish, rewarding family hatch. A new era for Alfa	★★★★☆		
2.0 JTDm 175 Excl. TCT	£25630	148	110	20
2.0 JTDm 175 Sportiva Nav TCT	£27380	148	110	20
1.4 TB 120 Progression	£18240	118	149	16
1.4 TB 120 Distinctive	£19490	118	149	16
1.4 TB Multiair 170 Distinctive	£20990	168	134	23
1.4 TB Multiair 170 Excl.	£22740	168	134	23
1.4 TB Multir 170 Ex'ive TCT	£24035	168	121	23
1.4 TB Multiair 170 Sportiva N	£24490	168	134	23
1.4 TB Mult'r 170 Spva Nav TCT	£25785	168	121	23
1.6 JDTM 105 Progression	£19170	103	114	16
1.6 JDTM 105 Distinctive	£20420	103	114	16
1.6 JDTM 105 Excl.	£22170	103	114	16
2.0 JTDm 150 Distinctive	£21720	148	110	20
2.0 JTDm 150 Excl.	£23470	148	110	20
2.0 JTDm 150 Sportiva Nav	£25220	148	110	20
<b>4C 2dr coupé</b>	A singular statement. Flawed, perhaps, but the best current Alfa by miles	★★★★☆		
1.75T	£45000	237	-	50
<b>ALPINA</b>				
<b>B3 2dr coupé</b>	Rapid, usable and cheaper alternative to an M3	★★★★☆		
3.0 S Biturbo	£51350	394	224	-
<b>B3 4dr saloon</b>	Rapid, usable and cheaper alternative to an M3	★★★★☆		
3.0 S Biturbo	£50350	394	224	-
<b>B3 CONVERTIBLE 2dr open</b>	Rapid, usable, cheaper alternative to an M3.	★★★★☆		
3.0 S Biturbo	£56450	394	225	-
<b>B3 TOURING 5dr estate</b>	Rapid, usable and cheaper alternative to an M3.	★★★★☆		
3.0 S Biturbo	£51350	394	225	-
<b>B5 4dr saloon</b>	Huge pace, but let down by uninvolved dynamics	★★★★☆		
85 Biturbo	£71950	507	252	-
85 Biturbo	£71950	500	252	-
<b>B5 TOURING 5dr estate</b>	Huge pace, but let down by uninvolved dynamics	★★★★☆		
85 Biturbo	£71950	500	255	-
<b>B7 4dr saloon</b>	Makes sense on an autobahn but not for the UK	★★★★☆		
4.4 V8 Switch-tronic	£95850	500	282	-
4.4 V8 Switch-tronic LWB	£98850	500	282	-
<b>D3 4dr saloon</b>	Precise dynamics with added Alpina kudos and a great engine	★★★★☆		
3.0D Biturbo	£46950	345	139	50
<b>D5 4dr saloon</b>	Rapid, usable and cheaper alternative to an M5	★★★★☆		
3.0 Bi-Turbo	£59950	340	155	-
<b>XD3 5dr 4x4</b>	Alpina's first SUV is a triumph. Hugely fast, capable and desirable	★★★★☆		
3.0 XD3	£54950	345	-	49
<b>ARIEL</b>				
<b>ATOM 0dr open</b>	Superbike fast track mentalism. As exhilarating as cars get	★★★★☆		
245	£29321	245	-	-
300	£34319	300	-	-
<b>V8</b>	£150000	500	-	-
<b>ASTON MARTIN</b>				
<b>RAPIDE 4dr saloon</b>	Four-door Aston is more practical, but just as charming	★★★★☆		
5.9 V12 S	£149995	550	355	-
<b>VANTAGE 2dr coupé</b>				
Stunning Brit sports car. V12 is a new benchmark for Aston	★★★★☆			
4.7 V8 N420	£96995	420	328	-
4.7 V8	£84995	420	299	-
4.7 V8 S	£99995	420	299	-
5.9 V12	£135000	510	388	-
5.9 V12 S	£138000	565	388	50
<b>VANTAGE ROADSTER 2dr open</b>	Drop-top suits the Vantage's relaxed nature	★★★★☆		
4.7 V8	£98995	420	299	-
4.7 V8 S	£110700	420	299	-
5.9 V12	£150000	510	388	-
<b>DB9 VOLANTE 2dr open</b>	Facelift a big improvement dynamically	★★★★☆		
5.9 V12	£141995	470	333	-
<b>DB9 2dr coupé</b>	Enchanting looks, but ride is choppy. Manual the best	★★★★☆		
5.9 V12	£131995	470	333	-
<b>VANQUISH 2dr coupé</b>	A British supercar for British roads. Looks the business, too	★★★★☆		
5.9 V12	£189995	565	335	-
<b>AUDI</b>				
<b>A1 3dr hatch</b>	Audi's answer to the Mini. Fun(ish) and refined	★★★★☆		
1.4 TFSI 125 Sport	£16690	123	115	21
1.4 TFSI 125 S line	£18685	123	117	21
1.4 TFSI 150 S line	£19480	148	112	25
2.0 TFSI 231 S1	£25380	228	162	33
1.6 TDI 116 SE	£15390	114	92	19
1.6 TDI 116 Sport	£17365	114	92	19
1.6 TDI 116 S line	£19360	114	93	19
<b>A1 5dr sportback</b>	Rear doors add convenience to an attractive package	★★★★☆		
1.4 TFSI 125 Sport	£17310	123	118	21
1.4 TFSI 125 S line	£19305	123	119	21
1.4 TFSI 125 S line	£20100	148	112	25
2.0 TFSI 231 S1	£26110	228	166	33
1.6 TDI 116 SE	£16010	114	92	19
1.6 TDI 116 Sport	£17985	114	92	19
1.6 TDI 116 S line	£19980	114	93	19
<b>A3 3dr hatch</b>	Classy interior, stable handling and good engines. Second only to the Golf	★★★★☆		
1.2 TFSI 110 SE	£18575	108	114	14
2.0 TDI 184 quattro S line	£29905	148	124	26
2.0 TDI 184 quattro Sport	£27755	148	124	26
2.0 TDI 184 S line	£26995	148	108	28
2.0 TDI 184 Sport	£24845	148	108	27
2.0 TFSI 300 quattro S3	£30940	296	162	36
1.2 TFSI 110 SE	£19975	108	114	14
1.2 TFSI 110 S line	£22125	108	114	15
1.4 TFSI 125 SE	£19875	123	117	16
1.4 TFSI 125 Sport	£21275	123	117	16
1.4 TFSI 125 S line	£23425	123	117	16
1.4 TFSI 150 SE ACT	£20725	148	109	21
1.4 TFSI 150 Sport ACT	£22125	148	109	21
1.4 TFSI 150 S line ACT	£24275	148	109	21
1.8 TFSI 180 Sport	£23905	178	135	23
1.8 TFSI 180 quattro Sport	£26830	178	149	25
1.8 TFSI 180 S line	£26055	178	135	24
1.8 TFSI 180 quattro S line	£28980	178	149	25
1.6 TDI 110 SE	£20825	108	99	15
1.6 TDI 110 Sport	£22225	108	99	15
1.6 TDI 110 S line	£24375	108	99	16
2.0 TDI 150 SE	£22175	148	106	21
2.0 TDI 150 Sport	£23575	148	106	21
2.0 TDI 150 S line	£25725	148	106	21
<b>A3 4dr saloon</b>	All the A3's standard attributes in a saloon body. S3 great looking	★★★★☆		
1.4 TFSI 150 ACT Sport	£23295	148	109	21
1.6 TDI 110 S line	£25545	108	99	16
1.8 TFSI 180 quattro S line	£30150	178	149	25
1.8 TFSI 180 quattro Sport	£28000	178	149	25
1.8 TFSI 180 Sport	£25075	178	135	23
2.0 300 quattro S3	£33540	296	162	36
2.0 TFSI 225 quattro SE	£27475	148	105	21
1.4 TFSI 150 ACT S line	£25445	148	109	21
1.8 TFSI 180 S line	£27225	178	135	24
1.6 TDI 110 Sport	£23395	108	99	15
2.0 TDI 150 S line	£26895	148	105	21
<b>A3 5dr sportback</b>	Classy interior, stable handling and good engines. Second only to the Golf	★★★★☆		
1.4 TFSI 125 S line	£24045	123	117	16
1.4 TFSI 125 Sport	£21895	123	117	16
1.8 TFSI 180 quattro S line	£29600	178	149	25
1.8 TFSI 180 Sport	£24525	178	135	23
2.0 TDI 150 S line	£26345	148	106	21
2.0 TDI 150 SE	£22795	148	106	21
2.0 TDI 150 Sport	£24195	148	106	21
2.0 TDI 184 quattro S line	£30525	175	124	26
2.0 TFSI 300 quattro S3	£31560	296	162	36
1.2 TFSI 110 SE	£19195	108	114	14
1.2 TFSI 110 Sport	£20595	108	114	14
1.2 TFSI 110 S line	£22745	108	114	15
1.4 TFSI 125 SE	£20495	123	117	16
1.4 TFSI 150 SE ACT	£21345	148	109	21
1.4 TFSI 150 Sport ACT	£22745	148	109	21
1.4 TFSI 150 S line ACT	£24895	148	109	21
1.8 TFSI 180 quattro Sport	£27450	178	149	25
1.6 TDI 110 SE	£21445	108	99	16
1.6 TDI 110 Sport	£22845	108	99	15
1.6 TDI 110 S line	£24995	108	99	17
2.0 TDI 184 Sport	£25465	175	110	27
2.0 TDI 184 quattro Sport	£28375	175	124	26
2.0 TDI 184 S line	£27615	175	110	28
<b>A3 CABRIOLET 2dr open</b>	A measured success, but the usual sacrifices make it fun free	★★★★☆		
1.4 TFSI 150 S line	£29635	148	114	22
1.4 TFSI 150 SE	£26085	148	114	22
1.4 TFSI 150 Sport	£27485	148	114	23
1.8 TFSI 180 S line Au	£32895	178	133	29
1.8 TFSI 180 Sport Au	£30745	178	133	29
2.0 TDI 150 S line	£31085	148	110	25
2.0 TDI 150 SE	£27535	148	110	24
2.0 TDI 150 Sport	£28935	148	110	25
1.8 TFSI 180 Sport	£29265	178	140	29
1.8 TFSI 180 quattro Sport	£32225	178	154	29
1.8 TFSI 180 S line	£31415	178	140	31
1.8 TFSI 180 quattro S line	£34375	178	154	32
1.6 TDI 110 SE	£26185	108	104	17
1.6 TDI 110 Sport	£27585	108	104	18
1.6 TDI 110 S line	£29735	108	104	20
<b>A4 4dr saloon</b>	Highly competent and quality laden; leaves the dynamic finesse to its rivals	★★★★☆		
2.0 TDI 150 Black Edition	£31005	148	119	24
2.0 TDI 150 S line	£29930	148	119	23
2.0 TDI 150 SE	£28855	148	123	23
2.0 TDI 150 SE Technik	£29955	148	127	23
2.0 TDI 177 SE Technik	£29320	178	120	27
2.0 TFSI 225 quattro Black Edit	£35275	222	155	33
2.0 TFSI 225 quattro S line	£34200	222	155	33
2.0 TFSI 225 quattro SE	£31645	222	155	32
2.0 TFSI 225 quattro SE Technik	£32645	222	155	33
1.8 TFSI 120 SE	£24385	118	151	19
1.8 TFSI 120 SE Technik	£25385	118	151	19
1.8 TFSI 120 S line	£26940	118	151	20
1.8 TFSI 120 Black Edition	£28015	118	151	20
1.8 TFSI 170 SE	£26000	168	134	25
1.8 TFSI 170 SE Technik	£27000	168	134	24
1.8 TFSI 170 S line	£28555	168	134	26
1.8 TFSI 170 Black Edition	£29630	168	134	26
3.0 V6 333 S4	£39310	328	178	36
3.0 V6 333 S4 Black Edition	£40385	328	178	36
2.0 TDIe 136 SE Technik	£28300	134	112	23
2.0 TDIe 136 SE	£27300	134	112	23
2.0 TDI 163 ultra SE	£28320	161	109	27
2.0 TDI 163 ultra SE Technik	£29320	161	109	27
2.0 TDI 177 S line	£30875	175	120	27
2.0 TDI 177 Black Edition	£31950	175	120	28
2.0 TDI quattro 177 SE	£29880	175	134	27
2.0 TDI quattro 177 SE Technik	£30880	175	134	27
2.0 TDI quattro 177 S line	£32435	175	134	27
2.0 TDI quattro 177 Black Edit	£33510	175	134	28
3.0 TDI quattro 245				

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
3.0 TDI 245 quattro S line	£44985	242	154	39
<b>A6 4dr saloon</b> The best sprung Audi saloon, and one of the most appealing full stop. ★★★★★	£50750	316	164	44
3.0 BiTDI 320 quattro Black Edn	£48575	316	159	43
3.0 BiTDI 320 quattro S line	£42720	215	127	35
3.0 TDI 218 Black Edition	£44480	215	138	40
3.0 TDI 218 quattro Black Edn	£42305	215	133	39
3.0 TDI 218 quattro SE	£39855	215	133	39
3.0 TDI 272 quattro Black Edn	£46040	268	138	42
4.0 TFSI 450 SE	£56000	429	214	42
2.0 TDI 190 Ultra SE	£31955	187	113	32
2.0 TDI 190 Ultra S line	£34405	187	114	33
2.0 TDI 190 Ultra Black Edn	£36580	187	113	33
3.0 TDI 218 SE	£38095	215	122	34
3.0 TDI 218 S line	£40545	215	122	35
3.0 TDI 272 quattro SE	£41415	268	133	41
3.0 TDI 272 quattro S line	£43865	268	133	41
3.0 BiTDI 320 quattro SE	£46125	316	159	43
<b>A6 AVANT 5dr estate</b> A capable stress buster. BiTDI a giant killer. ★★★★★	£52860	316	169	44
3.0 BiTDI 320 quattro Black Edn	£50575	316	164	43
3.0 BiTDI 320 quattro S line	£44720	215	130	35
3.0 TDI 218 Black Edition	£46495	215	144	40
3.0 TDI 218 quattro Black Edn	£44305	215	138	39
3.0 TDI 218 quattro SE	£41855	215	138	39
3.0 TDI 272 quattro Black Edn	£48055	268	144	42
4.0 TFSI 560 RS6	£77995	552	223	50
4.0 TFSI 450 SE	£58000	429	214	42
2.0 TDI 190 Ultra SE	£33955	187	118	32
2.0 TDI 190 Ultra S line	£36405	187	118	33
2.0 TDI 190 Ultra Black Edn	£38580	187	124	33
<b>3.0 TDI 218 SE</b> ★★★★★	£40095	215	125	34
3.0 TDI 218 S line	£42545	215	125	35
3.0 TDI 272 quattro SE	£43415	268	138	41
3.0 TDI 272 quattro S line	£45865	268	138	41
3.0 BiTDI 320 quattro SE	£48125	316	164	43
<b>A6 ALLROAD 5dr estate</b> Rugged A6. Even more pricey. ★★★★★	£43810	201	159	31
3.0 TDI 204 quattro	£45350	241	165	36
3.0 TDI 245 quattro	£50115	308	176	41
<b>A7 SPORTBACK 5dr hatch</b> A good mix of luxury, practicality and power. ★★★★★	£53000	328	176	44
3.0 TFSI 333 quattro S line	£55350	328	176	44
3.0 TFSI 333 quattro Black Edn	£45875	316	159	43
3.0 TDI 218 Ultra SE Exec	£48665	215	122	38
3.0 TDI 218 Ultra S line	£41760	215	136	41
3.0 TDI 218 quattro SE Exec	£50425	215	136	41
3.0 TDI 218 quattro S line	£52775	215	136	42
3.0 TDI 218 quattro Black Edn	£50215	268	136	43
3.0 TDI 272 quattro SE Exec	£53005	268	136	43
3.0 TDI 272 quattro S line	£55355	268	136	44
3.0 BiTDI 320 quattro S line	£56735	316	162	45
3.0 BiTDI 320 quattro Black Edn	£58925	316	162	45
<b>A8 4dr saloon</b> Stylish, comfortable and solid. A convincing exec saloon. ★★★★★	£62185	247	155	46
3.0 TDI 258 quattro SE Exec	£64280	208	144	42
2.0 TFSI 245 Hybrid	£68245	208	146	43
2.0 TFSI 245 Hybrid L	£64290	309	183	46
3.0 TFSI 310 quattro SE Exec	£67890	308	183	46
4.0 TFSI 435 quattro SE Exec L	£76160	429	216	49
4.0 TFSI 435 quattro Sport Exec	£79760	429	216	49
4.0 TFSI 520 S8	£80690	513	225	49
6.3 W12 500 quattro L	£98100	493	264	50
3.0 TDI 258 quattro SE	£59580	254	155	46
3.0 TDI 258 quattro SE L	£63545	254	158	46
3.0 TDI 258 quattro SE Exec L	£66150	247	158	46
3.0 TDI 258 quattro Sport Exec	£65785	254	155	46
3.0 TDI 258 quattro Sport Ex L	£69750	254	158	47
4.2 TDI 385 quattro SE Exec	£72790	380	194	50
4.2 TDI 385 quattro SE Ex L	£76755	346	197	50
4.2 TDI 385 quattro Sport Exec	£76390	380	194	50
4.2 TDI 385 quattro Sport Ex L	£80355	380	197	50
<b>Q3 5dr 4x4</b> Typically refined and competent, but feels more A3 than SUV. ★★★★★	£26625	138	137	20
1.4 TFSI 150 S line	£23875	138	137	20
1.4 TFSI 150 SE	£32145	138	149	19
2.0 TDI 140 quattro S line	£29795	138	149	18
2.0 TDI 140 quattro SE	£27045	138	149	18
2.0 TDI 177 quattro S line	£33085	175	148	23
2.0 TDI 177 S line	£29305	168	144	24
2.0 TDI 177 SE	£26555	168	144	24
2.0 TFSI 170 quattro S line	£31840	168	174	24
2.0 TFSI 211 quattro S line	£34765	208	179	28
2.0 TFSI 170 quattro SE	£26740	168	174	20
2.0 TFSI 170 quattro S line	£29490	168	174	20
2.0 TFSI 211 quattro SE	£29665	208	179	25

## AUTOCAR TOP FIVES

## Lightweights



- 1 Morgan 3 Wheeler** From £31,000  
The eccentric, characterful and deftly brilliant Morgan is a three-wheeled testament to English creativity. ★★★★★



- 2 Ariel Atom 3.5** From £29,000  
The track day car for this century. Nothing this side of a superbike can match it for rawness or sheer thrills. ★★★★★



- 3 Caterham Seven 360R** From £30,000  
The new sweet spot in the Seven line-up, its remapped Duratec engine providing just the right level of performance. ★★★★★



- 4 Lotus Elise S Cup** From £43,000  
Road-going version of the racing Elise. Suspension mods help to make it an unbridled joy. Justifies its price tag. ★★★★★



- 5 Zenos E10 S** From £30,000  
The latest entrant to the British mid-engined marvels. Earns its stripes immediately. Expect a dedicated following. ★★★★★

## The all-new Audi TT Coupé Sport. Includes:

- 18" alloy wheels ► Audi drive select ► Audi Virtual Cockpit ► Alcantara/leather upholstery

# NEW CARS A-Z

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
328i SE	£31805	242	159	35
328i Sport	£32105	242	159	34
330d xDrive SE	£37620	255	142	40
335d xDrive Luxury	£43020	309	148	43
335d xDrive M Sport	£42820	309	148	43
335i M Sport	£39760	302	189	37
335i M Sport	£39560	302	189	38
320i Sport	£28905	181	152	30
320i M Sport	£31105	181	152	31
320i M Sport	£30905	181	152	31
328i M Sport	£34305	242	159	36
328i M Sport	£34105	242	159	36
316d ES	£27575	114	123	20
316d SE	£28425	114	123	20
316d Sport	£28725	114	123	20
318d SE	£29675	141	123	24
318d Sport	£29975	141	123	24
318d M Sport	£32175	141	123	25
320i M Sport	£31975	141	123	25
320d SE	£30775	181	125	31
320d M Sport	£33275	181	125	32
320d M Sport	£33075	181	125	32
320d xDrive Sport	£32705	181	133	30
320d xDrive M Sport	£34905	181	133	31
320d xDrive M Sport	£34705	181	133	31
330d SE	£36105	255	135	38
330d M Sport	£38605	255	135	38
330d M Sport	£38405	255	135	38
330d xDrive M Sport	£40120	255	142	41
330d xDrive M Sport	£39920	255	142	41
<b>3 SERIES GT 5dr hatch</b> Hatchback practically meets 3-Series talent. Duller but decent. ★★★★★				
318d M Sport	£33525	141	122	25
318d SE	£31275	141	119	24
320i M Sport	£32155	181	156	31
320i SE	£29905	181	153	31
320i xDrive M Sport	£33405	181	164	31
320i xDrive M Sport	£33765	181	167	31
320i xDrive SE	£31405	181	164	31
320i xDrive Sport	£32405	181	164	31
328i SE	£33105	242	156	35
330d xDrive M Sport	£41470	258	143	41
320i Sport	£30905	181	153	31
320i M Sport	£31905	181	153	31
328i Sport	£34105	242	156	36
328i M Sport	£35105	242	156	36
328i M Sport	£35355	242	156	36
335i M Sport	£40560	302	188	38
335i M Sport	£40810	302	189	38
318d Sport	£32275	141	119	24
318d M Sport	£33275	141	119	24
320d SE	£32375	181	129	30
320d Sport	£33375	181	129	30
320d M Sport	£34375	181	129	30
325d SE	£34755	181	131	30
325d SE	£34305	181	134	34
325d M Sport	£36305	215	134	34
325d M Sport	£36555	215	137	34
330d SE	£37705	258	135	40
330d M Sport	£39705	258	135	40
330d M Sport	£39955	258	136	41
330d xDrive SE	£39220	258	142	40
330d xDrive M Sport	£41220	258	142	40
335d xDrive M Sport	£44120	313	148	42
335d xDrive M Sport	£44370	313	149	42
<b>4 SERIES 2dr coupé</b> More talented GT than brilliant B-road steer. Very comely though. ★★★★★				
430d M Sport	£40945	255	132	40
420i SE	£30125	181	144	30
420i Sport	£31625	181	144	30
420i M Sport	£32625	181	144	30
420i M Sport	£33125	181	147	30
420i xDrive SE	£31660	181	159	30
420i xDrive Sport	£33160	181	159	30
420i xDrive M Sport	£34160	181	159	31
420i xDrive M Sport	£34660	181	162	31
428i SE	£33520	242	154	33
428i Sport	£35020	242	154	33
428i M Sport	£36020	242	154	34
428i M Sport	£36520	242	156	34
435i M Sport	£41725	302	185	36
435i M Sport	£42365	302	189	36
M4	£57050	425	204	42
420d SE	£32495	181	124	29
420d Sport	£33995	181	124	30
420d M Sport	£34995	181	124	30
420d xDrive SE	£35495	181	127	30
420d xDrive M Sport	£36495	181	126	29
420d xDrive M Sport	£36995	181	129	29
425d SE	£35430	215	131	33
425d Sport	£36930	215	131	34
425d M Sport	£38430	215	135	34
430d M Sport	£40315	255	129	40
430d xDrive SE	£41945	255	137	40
430d xDrive M Sport	£42460	255	141	40
430d xDrive M Sport	£45245	308	143	41
435d xDrive M Sport	£45745	308	146	41
<b>4 SERIES 2dr open</b> A quality product to be sure, but some of the verve has gone with the roof. ★★★★★				
440d M Sport	£39880	181	133	31
420d M Sport	£40380	181	138	31
420d SE	£37380	181	133	30
420d Sport	£38880	181	133	30
428i SE	£40220	242	159	36
428i M Sport	£40720	242	163	37
428i SE	£37720	242	159	36
428i Sport	£39220	242	159	36
430d M Sport	£45700	255	144	41
435i M Sport	£45680	302	190	39
435i M Sport	£46180	302	195	39
M4	£61145	425	213	45
420i SE	£34910	181	154	30
420i Sport	£36410	181	154	31
420i M Sport	£37410	181	154	31
420i M Sport	£37910	181	159	31
425d SE	£39240	218	138	34
425d Sport	£40740	218	138	34
425d SE	£41740	218	138	34
425d M Sport	£42255	218	142	35
430d M Sport	£45185	255	139	40
430d M Sport	£49100	308	151	42
430d M Sport	£49600	308	155	42
<b>4 SERIES GRAN COUPE 4dr saloon</b> A prettier 3-Series. Very good, but not better. ★★★★★				
420d M Sport	£35495	181	128	30
420d xDrive SE	£33995	181	129	29
420i SE	£30125	181	149	29
420i Sport	£31625	181	149	29
420i M Sport	£32625	181	149	29
420i M Sport	£33160	181	153	29
420i xDrive SE	£33160	181	161	30
420i xDrive M Sport	£34160	181	161	30
428i SE	£33520	245	154	33
428i Sport	£35020	245	154	34
428i M Sport	£36020	245	154	34
428i M Sport	£36520	245	156	34
435i M Sport	£41865	306	189	36
435i M Sport	£42365	306	193	36
418d SE	£33165	141	121	23
418d Sport	£33195	141	121	24
418d M Sport	£34195	141	121	24
418d M Sport	£34695	141	124	24
420d SE	£32495	181	124	29
420d Sport	£33995	181	124	29
420d M Sport	£34995	181	124	30
420d xDrive SE	£35495	181	129	30
420d xDrive M Sport	£36495	181	129	30
420d xDrive M Sport	£37125	181	133	30
430d M Sport	£40445	255	134	39
430d M Sport	£40945	255	138	40
430d xDrive M Sport	£41945	255	140	39
430d xDrive M Sport	£42460	255	144	39
435d xDrive M Sport	£45245	308	146	41
435d xDrive M Sport	£45745	308	149	41
<b>5 SERIES 4dr saloon</b> No longer a handling benchmark. Superb interior. ★★★★★				
530d M Sport	£44255	241	139	43
535i M Sport	£44740	302	179	42
520i SE	£33130	181	149	36
520i M Sport	£35965	181	154	37
520i M Sport	£35965	181	159	37
528i SE	£36695	242	142	40
528i M Sport	£39495	242	147	41
528i M Sport	£39530	242	152	41
535i M Sport	£44685	302	174	42
535i M Sport	£45710	302	199	46
550i M Sport	£47790	335	149	44
ActiveHybrid 5 SE	£48825	335	159	44
ActiveHybrid 5 M Sport	£50625	335	163	44
4.4 V8 M5	£73960	552	232	48
518d SE	£30865	141	114	30
518d M Sport	£33665	141	119	31
518d M Sport	£33665	141	124	31
520d SE	£32365	181	114	33
520d M Sport	£35165	181	119	34
520d M Sport	£35165	181	124	34
525d SE	£35430	215	129	39
525d M Sport	£36930	215	134	40
530d SE	£41455	241	134	43
530d M Sport	£44270	241	144	43
530d M Sport	£48920	308	143	45
530d M Sport	£48920	308	148	45
<b>5 SERIES TOURING 5dr estate</b> Great overall package. 520d the best. ★★★★★				
518d M Sport	£35865	141	127	31
530d M Sport	£46470	241	144	43
535d M Sport	£51120	308	149	45
535i M Sport	£46940	302	179	42
535i M Sport	£46940	302	179	42
520i SE	£35365	181	157	36
520i M Sport	£38165	181	162	37
528i SE	£38895	242	149	40
528i M Sport	£41730	242	154	41
528i M Sport	£41730	242	154	41
518d SE	£33065	141	122	30
518d M Sport	£35865	141	127	31
520d SE	£34565	181	122	33
520d M Sport	£37365	181	127	34
520d M Sport	£37365	181	127	34
525d SE	£39310	215	136	39
525d M Sport	£42125	215	141	40
525d M Sport	£42125	215	141	40
530d SE	£43655	241	139	43
530d M Sport	£46470	241	144	43
530d M Sport	£51120	308	149	45
<b>5 SERIES GT 5dr hatch</b> Fine cabin, but only seats four. Poor ride and steering. ★★★★★				
535i M Sport	£46965	241	153	43
535i M Sport	£49460	302	192	44
550i M Sport	£50260	302	192	44
550i M Sport	£59510	402	214	46
520d SE	£60460	402	214	46
520d M Sport	£38045	181	144	33
520d M Sport	£40845	181	144	34
520d M Sport	£40845	181	144	34
530d M Sport	£48965	241	153	44
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Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
1.6 THP 155 Excl.	£23020	154	139	21
1.6 THP 155 Excl.+	£25420	154	142	22
1.6 e-HDi 90 ET66 VTR	£20850	91	98	15
1.6 e-HDi 90 ET66 VTR+	£22110	91	98	15
1.6 e-HDi 115 VTR	£22210	113	105	19
1.6 e-HDi 115 Excl.	£23510	113	105	19
1.6 e-HDi 115 Excl.+	£25910	113	105	19
2.0 Blue HDi 150 Excl.	£24710	148	110	24
2.0 Blue HDi 150 Excl.+	£27110	148	113	25
Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
1.2 Pop	£10420	68	113	5
1.2 Lounge	£11820	68	113	6
1.2 S	£11970	68	113	9
1.2 Cult	£13320	68	113	9
1.4 T-Jet Abarth	£14255	133	155	26
1.3 Multijet Lounge	£14220	94	97	15
1.3 Multijet S	£14370	94	97	14
1.3 Multijet Cult	£15720	94	97	14
<b>500 CONVERTIBLE 2dr open</b>	Desirable, cute city car. Cab a better drive than hatch	★★★★★		
0.9 TwinAir 105 60	£18170	103	92	15
0.9 TwinAir 105 Lounge S-S	£16500	103	92	15
0.9 TwinAir 105 S	£16650	84	92	15
0.9 TwinAir 85 Colour Therapy	£14970	84	92	15
0.9 TwinAir 85 60	£17690	84	92	15
0.9 TwinAir 85 S	£16170	84	92	15
1.2 Colour Therapy	£13770	68	113	10
1.2 60	£16490	68	113	10
1.2 S	£14970	68	113	10
1.3 Multijet 60	£18890	94	97	18
1.3 Multijet S	£17370	94	97	18
1.4 16v Turbo T-Jet Abarth	£16005	133	155	27
0.9 TwinAir 85 Lounge S-S	£15900	84	92	15
0.9 TwinAir 85 Cult	£16900	84	92	15
0.9 TwinAir 105 Cult	£17500	103	92	15
1.2 Pop S-S	£13420	68	113	9
1.2 Lounge S-S	£14700	68	113	10
1.2 Cult	£15700	68	113	10
1.3 Multijet Lounge	£17100	94	97	18
1.3 Multijet Cult	£18100	94	97	18
<b>500X 5dr hatch</b>	Familiar styling works rather well as a crossover. Drives okay, too	★★★★★		
1.4 Multiair 140 Pop Star	£17595	138	139	-
1.4 Multiair 140 Lounge	£19345	138	-	-
1.4 Multiair 140 Cross	£18595	138	-	-
1.4 Multiair 140 Cross Plus	£20345	138	-	-
1.3 Multijet 95 Pop Star	£18095	94	109	-
1.3 Multijet 120 Pop Star	£19095	118	-	-
1.6 Multijet 120 Lounge	£20845	118	-	-
1.6 Multijet 120 Cross	£20095	118	-	-
1.6 Multijet 120 Cross Plus	£21845	118	-	-
2.0 Multijet 140 Cross AWD	£24095	118	147	-
2.0 Multijet 140 Cross AWD	£25845	118	147	-
<b>500L 5dr mpv</b>	A costly option, but has the style to fill out some of its missing substance	★★★★★		
1.4 95 Pop Star	£13040	94	145	10
0.9 TwinAir Pop Star	£16690	103	112	11
0.9 TwinAir Lounge	£18090	103	112	11
0.9 TwinAir Trekking	£18790	103	119	11
1.4 95 Pop Star	£15200	94	145	10
1.4 95 Lounge	£16600	94	145	10
1.4 95 Trekking	£17300	94	149	8
1.4 120 Pop Star	£17195	118	159	10
1.4 120 Lounge	£18595	118	159	10
1.4 120 Trekking	£19295	118	159	10
1.3 Multijet 85 Pop Star	£16690	83	110	8
1.3 Multijet 85 Lounge	£18090	83	110	9
1.3 Multijet 85 Trekking	£18790	83	114	7
1.6 Multijet 105 Pop Star	£17690	103	117	17
1.6 Multijet 105 Lounge	£19090	103	117	18
1.6 Multijet 105 Trekking	£19790	103	122	15
1.6 Multijet 120 Lounge	£18190	118	120	17
1.6 Multijet 120 Trekking	£19590	118	120	17
1.6 Multijet 120 Trekking	£20290	118	120	17
<b>500L MPV 5dr mpv</b>	As above but with seven seat flexibility in its more expensive format	★★★★★		
1.6 Multijet 120 Lounge 7st	£20330	118	117	17
1.6 Multijet 120 Pop Star 7st	£18830	118	117	17
0.9 TwinAir 105 Pop Star 7st	£17330	103	112	11
0.9 TwinAir 105 Lounge 7st	£18830	103	112	11
1.4 95 Pop Star 5st	£15840	94	145	9
1.4 95 Lounge 5st	£17340	94	145	9
1.3 Multijet 85 Pop Star 7st	£17330	83	110	8
1.3 Multijet 85 Lounge 7st	£18830	83	110	9
1.6 Multijet 105 Pop Star 7st	£18330	103	117	17
1.6 Multijet 105 Lounge 7st	£19830	103	117	17
<b>PUNTO 3dr hatch</b>	Multiair tech improves appeal and economy	★★★★★		
1.2 8v Easy	£11275	68	126	6
1.2 8v GBT	£11775	68	126	6
1.2 8v Pop	£10175	68	126	6
1.3 85 Multijet Easy	£13775	85	90	13
1.4 8v Easy	£11685	76	132	8
1.4 8v GBT	£12185	76	132	8
1.3 85 Multijet GBT	£14275	85	90	13
<b>PUNTO 5dr hatch</b>	Multiair tech improves appeal and economy	★★★★★		
1.2 8v Easy	£11875	68	126	6
1.2 8v GBT	£12375	68	126	6
0.9 TwinAir Cult	£10775	68	126	6
1.4 8v Easy	£12285	76	132	8
Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
1.4 8v GBT	£12785	76	132	8
1.3 85 Multijet Easy	£14375	85	90	13
1.3 85 Multijet GBT	£14875	85	90	13
Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
<b>FORD</b>				
<b>KA 3dr hatch</b>	An agile drive and energetic petrol engine. Wooden ride	★★★★★		
1.2 Grand Prix III	£11445	68	115	5
1.2 Studio Connect	£9445	68	115	3
1.2 Studio	£8945	68	115	3
1.2 Edge	£9945	68	115	3
1.2 Zetec	£10695	68	115	3
1.2 Metal	£11195	68	115	3
1.1445	£11445	68	115	5
<b>B-MAX 5dr mpv</b>	Fiesta dynamics and sliding door	★★★★★		
1.0 EcoBoost 100 Zetec	£15495	99	119	9
1.0 EcoBoost 100 Titanium	£16695	99	119	10
1.0 EcoBoost 125 Zetec S-S	£16095	118	99	13
1.0 EcoBoost 125 Titanium S-S	£17295	118	99	13
1.0 EcoBoost 125 Titanium X	£18495	118	99	13
1.4 90 Studio	£13095	89	139	7
1.4 90 Zetec	£14895	89	139	8
1.6 105 Zetec Powershift	£16595	103	149	10
1.6 105 Titanium Powershift	£17795	103	149	11
1.5 TDCi 75 Zetec	£16295	74	109	8
1.6 TDCi 95 Zetec	£16795	94	104	10
1.6 TDCi 95 Titanium	£17995	94	104	11
<b>FIESTA 3dr hatch</b>	Stylish and wonderfully engaging. The best supermini	★★★★★		
1.6 105 Zetec Powershift	£14845	103	138	12
1.0 80 Zetec S-S	£13595	79	99	6
1.0 80 Titanium S-S	£14595	79	99	7
1.0 EcoBoost Zetec S-S	£14095	99	99	11
1.0 EcoBoost Titanium S-S	£15095	99	99	11
1.0 EcoBoost Titanium X S-S	£16295	99	99	11
1.0 EcoBoost Titanium X S-S	£15595	123	99	15
1.0 EcoBoost Titanium X S-S	£16795	123	99	16
1.0 EcoBoost Zetec S-S	£15645	123	99	15
1.25 60 Studio	£10145	59	120	3
1.25 60 Style	£11845	59	120	4
1.25 82 Style	£12345	80	120	7
1.25 82 Zetec	£13095	80	120	7
1.6 105 Titanium Powershift	£15845	103	138	12
1.6 TDCi EcoBoost ST	£17395	180	138	30
1.6 TDCi EcoBoost ST2	£18395	180	138	30
1.6 TDCi EcoBoost ST3	£19395	180	138	30
1.5 TDCi 75 Style	£13845	74	98	8
1.5 TDCi 75 Zetec	£14595	74	98	9
1.5 TDCi 75 Titanium	£15595	74	98	9
1.6 TDCi 95 Style ECONetic S-S	£14945	94	87	11
1.6 TDCi 95 Zetec ECONetic S-S	£15495	94	87	12
1.6 TDCi 95 Zetec S	£16145	94	95	12
1.6 TDCi 95 Titanium ECONetic	£16495	94	87	12
1.6 TDCi 95 Titanium X	£17295	94	95	13
<b>FIESTA 5dr hatch</b>	Stylish and wonderfully engaging. The best supermini	★★★★★		
1.25 82 Style	£12945	80	120	7
1.6 105 Titanium Powershift	£16445	103	138	12
1.6 105 Zetec Powershift	£15445	103	138	12
1.0 80 Zetec S-S	£14195	79	99	6
1.0 80 Titanium S-S	£15195	79	99	7
1.0 EcoBoost Zetec S-S	£14695	99	99	11
1.0 EcoBoost Titanium S-S	£15695	99	99	11
1.0 EcoBoost Titanium X S-S	£16895	99	99	11
1.0 EcoBoost Titanium X S-S	£16195	123	99	15
1.0 EcoBoost Titanium X S-S	£17395	123	99	16
1.25 60 Style	£12445	59	120	4
1.25 82 Zetec	£13695	80	120	7
1.5 TDCi 75 Style	£14445	74	98	8
1.5 TDCi 75 Zetec	£15195	74	98	9
1.5 TDCi 75 Titanium	£16195	74	98	9
1.6 TDCi 95 Style ECONetic S-S	£15545	94	87	11
1.6 TDCi 95 Zetec ECONetic S-S	£16095	94	87	12
1.6 TDCi 95 Titanium ECONetic	£17095	94	87	12
1.6 TDCi 95 Titanium X	£17895	94	95	13
<b>ECOSPORT 5dr hatch</b>	Pumped up Fiesta okay, but developing world origins show through	★★★★★		
1.0 EcoBoost 125 Titanium	£15995	123	125	11
1.0 EcoBoost 125 Titanium X	£16995	123	125	11
1.5 112 Titanium	£14995	90	149	10
1.5 112 Titanium X	£15995	90	149	10
1.5 TDCi 91 Titanium	£16495	90	120	10
1.5 TDCi 91 Titanium X	£17495	90	120	10
<b>FOCUS 5dr hatch</b>	Still best to drive, but only just. Still feels like a complete package	★★★★★		
1.6 125 Zetec S	£20795	123	146	14
1.0 EcoBoost Style	£17295	99	105	10
1.0 EcoBoost Zetec	£18295	99	105	10
1.0 EcoBoost Titanium	£19795	99	105	10
1.0 EcoBoost Titanium X	£21795	99	105	10
1.0 T25 EcoBoost Zetec	£18795	123	108	14
1.0 T25 EcoBoost Zetec S	£20045	123	108	14
1.0 T25 EcoBoost Titanium	£20295	123	108	14
1.0 T25 EcoBoost Titanium X	£22295	123	108	14
1.5 T25 EcoBoost Zetec S	£20545	148	137	14
1.5 T25 EcoBoost Titanium	£20795	148	137	14
1.5 T25 EcoBoost Titanium X	£23320	180	137	14
1.6 85 Studio	£13995	84	136	7
1.6 105 Style	£16795	103	136	11
1.6 125 Style auto	£18545	123	146	14
1.6 125 Zetec	£19545	123	146	14
1.6 125 Titanium auto	£21045	123	146	14
2.0 T25 EcoBoost ST	£22195	247	159	34
2.0 T25 EcoBoost ST-2	£23695	247	159	35
2.0 T25 EcoBoost ST-3	£25995	247	159	36
1.5 TDCi 95 Style	£17995	94	98	11
1.5 TDCi 120 Zetec	£19495	118	98	11
1.5 TDCi 120 Zetec S	£20745	118	98	11
1.5 TDCi 120 Titanium	£20995	118	98	11
1.5 TDCi 120 Titanium X	£22995	118	98	11
1.6 TDCi 95 Style	£17895	94	109	11
1.6 TDCi 115 Zetec	£19395	114	109	16
1.6 TDCi 115 Zetec S	£20645	114	109	16
1.6 TDCi 115 Titanium	£20895	114	109	16
2.0 TDCi 150 Titanium	£22335	148	109	16
2.0 TDCi 150 Titanium X	£24335	148	109	-
2.0 TDCi 185 ST	£22195	178	110	34
2.0 TDCi 185 ST-2	£23695	178	110	35
2.0 TDCi 185 ST-3	£25995	178	110	36
<b>FOCUS 5dr estate</b>	Well-mannered and comfortable. An Octavia carries more	★★★★★		
1.0 EcoBoost Style	£18395	99	109	10
1.0 EcoBoost Titanium	£20895	99	109	10
1.0 EcoBoost Titanium X	£22895	99	109	10
1.0 EcoBoost Zetec	£19395	99	109	10
1.0 EcoBoost Titanium X	£21395	123	110	14
1.0 EcoBoost Zetec	£23395	123	110	14
1.0 EcoBoost Zetec	£19895	123	110	14
1.0 EcoBoost Zetec S	£21145	123	110	14
1.5 TDCi 120 Titanium	£22095	118	98	11
1.5 TDCi 120 Titanium X	£24095	118	98	11
1.5 TDCi 120 Zetec	£20595	118	98	11
1.5 TDCi 120 Zetec S	£21845	118	98	11
1.5 TDCi 95 Style	£19095	94	98	11
1.5 TDCi 95 Titanium	£21885	148	128	14
1.5 TDCi 95 Zetec	£21645	148	128	14
1.5 TDCi 95 Zetec S	£24610	180	128	14
1.6 105 Style	£17880	103	139	11
1.6 125 Style auto	£19645	123	146	14
1.6 125 Titanium auto	£22145	123	146	14
1.6 125 Zetec	£20645	123	146	14
1.6 TDCi 115 Titanium	£21995	114	109	16
1.6 TDCi 115 Zetec	£20495	114	109	16
1.6 TDCi 115 Zetec S	£21745	114	109	16
1.6 TDCi 95 Style	£18995	94	109	11
2.0 TDCi 150 Titanium	£23435	148	109	16
2.0 T				

# Dragons Breath

A specialist pH neutral wheel cleaner.  
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## AUTOCAR TOP FIVES

## Premium hatches



**1 BMW i3** From £30,000  
An electrified statement of intent. With a generous budget and modest miles in mind, the i3 is simply unbeatable. ★★★★★



**2 Audi A3 Sportback** From £19,000  
The Volkswagen Golf is our conventional hatch champ, but its sister car is almost as good if only an Audi will do. ★★★★★



**3 Volvo V40** From £19,000  
No, the V40 isn't perfect. But it's handsome, brilliantly well packaged and different. Rare commodities. ★★★★★



**4 BMW 1 Series** From £20,000  
It looks desperate from certain angles, but the BMW is still a sure bet. Arguably offers the most sporting drive. ★★★★★



**5 Mercedes-Benz A-Class** From £20,000  
We're warming to the A-Class, although caution is still advised on how you spec it. Looks and cabin top notch. ★★★★★

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Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
<b>KUGA 5dr 4x4</b> Bigger Kuga has taken a stylistic step backwards, but the strengths remain ★★★★★	£32045	178	135	22
2.0 TDCI 180 Titanium X Sport	£28350	148	154	20
1.6T 150 EcoBoost Titanium X S	£32510	180	179	23
2.0 TDCI 140i Titan X Sport ZWD	£29750	138	139	22
2.0 TDCI 163 Titanium X Sport	£31750	138	154	24
1.6T 150 EcoBoost Zetec ZWD	£21000	148	154	20
1.5T 150 EcoBoost Zetec ZWD	£21000	148	143	20
1.5T 150 EcoBoost Titanium	£22645	148	143	20
1.5T 150 EcoBoost Titanium X	£25395	148	143	20
1.6T 150 EcoBoost Titanium ZWD	£22650	148	154	21
1.6T 150 EcoBoost Titan X ZWD	£25400	148	154	22
1.5T 150 Titanium X Sport	£28345	148	143	20
1.6T 182 EcoBoost Zetec	£25160	180	179	21
1.5T 182 EcoBoost Zetec AWD	£25160	180	171	21
1.6T 182 EcoBoost Titanium	£26810	180	179	22
1.5T 182 EcoBoost Titanium AWD	£26795	180	171	21
1.6T 182 EcoBoost Titanium X	£29560	180	179	23
1.6T 182 EcoBoost Titanium X A	£29560	180	171	21
1.5T 182 Ebst Titanium X Sport	£32495	180	171	21
2.0 TDCI 140 Zetec ZWD	£22400	138	139	20
2.0 TDCI 150 Zetec ZWD	£22695	148	122	20
2.0 TDCI 140 Zetec	£23900	138	154	21
2.0 TDCI 140 Titanium ZWD	£24050	138	139	21
2.0 TDCI 140 Titanium ZWD	£24345	148	122	20
2.0 TDCI 140 Titanium X ZWD	£26800	138	139	22
2.0 TDCI 150 Titanium X ZWD	£27095	148	122	20
2.0 TDCI 150 Titanium X Sport	£30045	148	122	20
2.0 TDCI 163 Titanium	£26050	138	154	21
2.0 TDCI 150 Zetec AWD	£24195	148	135	20
2.0 TDCI 163 Titanium X	£28800	138	154	24
2.0 TDCI 180 Titanium AWD	£26345	178	135	22
2.0 TDCI 180 Titanium X AWD	£29095	178	135	22
<b>C-MAX 5dr mpv</b> As fun to drive as it is easy to live with ★★★★★	£18150	99	117	10
1.0T 100 EcoBoost Zetec S-S	£18650	123	117	10
1.0T 125 EcoBoost Zetec S-S	£19650	99	117	10
1.0T 100 EcoBoost Titanium S-S	£20150	123	117	10
1.0T 125 EcoBoost Titanium S-S	£21755	123	117	14
1.6 105 Zetec	£17655	103	149	11
1.6T 150 EcoBoost Titanium S-S	£20855	148	144	19
1.6T 182 EcoBoost Titanium X SS	£23605	180	144	22
1.6 TDCI 115 Zetec	£19150	114	117	16
1.6 TDCI 115 Titanium	£20650	114	117	16
1.6 TDCI 115 Titanium X	£22650	114	117	16
<b>2.0 TDCI 140 Titanium</b> ★★★★★	£22175	138	129	20
2.0 TDCI 163 Titanium X	£24225	161	129	22
<b>GRAND C-MAX 5dr mpv</b> Fun and practical small seven seater ★★★★★	£19745	99	119	10
1.0T 100 EcoBoost Zetec S-S	£20245	123	119	10
1.0T 125 EcoBoost Zetec S-S	£21045	99	119	10
1.0T 100 EcoBoost Titanium S-S	£21545	123	119	10
1.0T 125 EcoBoost Titanium S-S	£23545	99	119	14
1.6T 150 EcoBoost Titanium S-S	£22250	148	149	19
1.6T 182 EcoBoost Titanium X SS	£24950	180	149	22
1.6 TDCI 115 Zetec	£20745	114	124	16
1.6 TDCI 115 Titanium	£22045	114	124	16
1.6 TDCI 115 Titanium X	£24045	114	124	16
2.0 TDCI 140 Titanium	£23250	138	134	20
2.0 TDCI 163 Titanium X	£25750	161	134	22
<b>S-MAX 5dr mpv</b> Proof that MPV's need not be boring or ungainly. A benchmark ★★★★★	£23310	158	159	18
1.6T 160 EcoBoost Zetec S-S	£25060	158	159	19
2.0 EcoBoost Titanium auto	£26735	200	189	22
2.0 240 Tlt. X Sp. Au	£31485	237	194	27
1.6 TDCI 115 Zetec S-S	£24110	114	139	16
1.6 TDCI 115 Eco Titanium S-S	£25860	114	139	17
2.0 TDCI 140 Zetec	£24295	138	139	20
2.0 TDCI 140 Titanium	£26045	138	139	20
2.0 TDCI 163 Titanium	£26645	161	139	21
2.0 TDCI 163 Tlt. X Sp.	£30395	161	139	21
2.2 TDCI 200 Titanium	£27870	197	174	26
2.2 TDCI 200 Tlt. X Sp.	£31620	197	174	26
<b>GALAXY 5dr mpv</b> Huge seven-seater MPV. Easy to place on the road. Not cheap ★★★★★	£32875	197	179	27
2.2 TDCI 200 Titanium X	£25670	158	167	18
1.6 160 Eco Titanium S-S	£27570	158	167	18
1.6 160 Eco Titanium S-S	£30070	158	167	18
2.0 EcoBoost Titanium auto	£29235	200	189	24
2.0 EcoBoost Titan X auto	£31735	200	189	25
1.6 TDCI 115 Zetec S-S	£24640	114	139	16
1.6 TDCI 115 Eco Titanium S-S	£28360	114	139	18
1.6 TDCI 115 Eco Tlt. X-S	£30860	114	139	18
2.0 TDCI 140 Zetec	£26645	138	139	20
2.0 TDCI 140 Titanium	£28545	138	139	20
2.0 TDCI 140 Titanium X	£31045	138	139	21
2.0 TDCI 163 Titanium	£29145	161	139	22
2.0 TDCI 163 Titanium X	£31645	161	139	23
2.2 TDCI 200 Titanium	£30375	197	179	26
<b>GINETTA</b>				
<b>G40 2dr coupé</b> Road-legal race car with stripped-out charm to spare ★★★★★	£29950	175	181	-
<b>HONDA</b>				
<b>JAZZ 5dr hatch</b> Great packaging makes this a versatile, if not thrilling supermini ★★★★★	£13395	89	123	14
1.2 i-VTEC SE	£14390	89	123	14
1.4 i-VTEC ES Plus	£14895	99	129	19
1.4 i-VTEC ES Plus-T	£15890	99	129	19
1.4 i-VTEC Si-T	£15990	99	129	16
1.2 i-VTEC S	£11695	89	123	13
1.2 i-VTEC S A-C	£12545	89	123	13
1.2 i-VTEC S-T	£12690	89	123	13
1.2 i-VTEC S-T A-C	£13540	89	123	13
1.3 iMA Hybrid HE	£17150	97	104	16
1.3 iMA Hybrid HE-T	£18145	97	104	16
1.3 iMA Hybrid HS	£17650	97	104	16
1.3 iMA Hybrid HS-T	£18645	97	104	16
1.3 iMA Hybrid HX	£19250	97	104	16
1.3 iMA Hybrid HX-T	£20245	97	104	17
1.4 i-VTEC EX	£17195	99	129	16
1.4 i-VTEC EX-L	£16990	99	129	16
1.4 i-VTEC EX-L-T	£18190	99	129	16
1.4 i-VTEC Si	£14995	89	129	16
<b>CIVIC 5dr hatch</b> A real contender, but the lack of rear legroom is a hindrance ★★★★★	£15975	99	129	5
1.4 i-VTEC S	£16815	99	129	5
1.6 i-DTEC EX Plus	£25140	118	98	16
1.6 i-DTEC S	£18755	118	94	15
1.6 i-DTEC SE Plus	£20570	118	94	15
1.6 i-DTEC SE Plus-Nav	£21180	118	94	15
1.6 i-DTEC S-Nav	£19365	118	94	15
1.6 i-DTEC SR	£23140	118	94	16
1.8 i-VTEC EX Plus	£23935	99	145	15
1.8 i-VTEC S	£17635	140	137	13
1.8 i-VTEC SE Plus	£19565	99	145	14
1.8 i-VTEC SE Plus-Nav	£20175	99	145	14
1.8 i-VTEC S-Nav	£18245	140	137	14
1.8 i-VTEC SR	£22135	99	145	14
1.8 i-VTEC Sport	£19615	99	145	14
1.8 i-VTEC Sport-Nav	£20225	99	145	14
1.6 i-DTEC Sport	£20820	118	98	15
1.6 i-DTEC Sport-Nav	£21480	118	98	15
<b>CIVIC TOURER 5dr estate</b> Versatile, comfortable and frugal, only price marks its scorecard ★★★★★	£26140	118	103	16
1.6 i-DTEC EX Plus	£19755	118	99	15
1.6 i-DTEC S	£21570	118	99	15
1.6 i-DTEC SE Plus	£22180	118	99	15
1.6 i-DTEC SE Plus-Nav	£20365	118	99	15
1.6 i-DTEC SR	£24340	118	103	16
1.8 i-VTEC EX Plus	£24935	140	149	15
1.8 i-VTEC S	£18650	140	146	13
1.8 i-VTEC SE Plus	£20565	140	149	14
1.8 i-VTEC SE Plus-Nav	£21175	140	149	14
1.8 i-VTEC S-Nav	£19260	140	146	14
1.8 i-VTEC SR	£23135	140	149	14
<b>ACCORD 4dr saloon</b> Comfortable interior. Fiddly dash and forgettable drive ★★★★★	£23200	154	159	23
2.0 i-VTEC ES	£24120	154	159	24
2.0 i-VTEC ES GT	£25320	154	159	24
2.0 i-VTEC ES GT Nav	£26580	154	162	24
2.4 i-VTEC EX	£27885	198	199	26
2.4 i-VTEC EX ADAS	£30285	198	199	27
2.2 i-DTEC 150 ES	£25400	148	138	24
2.2 i-DTEC 150 ES GT	£26320	148	138	24
2.2 i-DTEC 150 ES GT Nav	£27520	148	138	24
2.2 i-DTEC 150 EX	£28795	148	141	25
2.2 i-DTEC 150 EX ADAS	£31195	148	141	26
2.2 i-DTEC 180 Type S	£31435	177	147	28
2.2 i-DTEC 180 Type S ADAS	£33685	177	147	29
<b>ACCORD TOURER 5dr estate</b> As above but more desirable and useful ★★★★★	£24680	154	163	23
2.0 i-VTEC ES	£25655	154	163	24
2.0 i-VTEC ES GT	£26855	154	163	24
2.0 i-VTEC ES GT Nav	£29545	198	201	26
2.4 i-VTEC EX ADAS	£31945	198	201	27
2.2 i-DTEC 150 ES	£26895	148	143	24
2.2 i-DTEC 150 ES GT	£27870	148	143	24
2.2 i-DTEC 150 ES GT Nav	£29070	148	143	24
2.2 i-DTEC 150 EX	£30330	148	146	25
2.2 i-DTEC 150 EX ADAS	£32730	148	146	26
2.2 i-DTEC 180 Type S	£32925	177	150	28
2.2 i-DTEC 180 Type S ADAS	£35175	177	150	29
<b>CR-V 5dr 4x4</b> The CR-V soldiers on. But it's hemmed in by cleverer competition ★★★★★	£26740	118	115	22
1.6 i-DTEC 120 SE-Nav ZWD	£24300	118	115	23
1.6 i-DTEC 120 SR ZWD	£28495	118	119	23
2.0 i-VTEC S ZWD	£22340	154	168	22
2.0 i-VTEC S-Nav ZWD	£23240	154	168	22
2.0 i-VTEC SE ZWD	£24510	154	168	22
2.0 i-VTEC SE-Nav ZWD	£25680	154	168	22
2.0 i-VTEC SE	£25610	154	173	22
2.0 i-VTEC SE-Nav	£26780	154	173	22
2.0 i-VTEC SR	£28590	154	177	23
2.0 i-VTEC EX	£30435	154	177	23
1.6 i-DTEC 120 S ZWD	£23400	118	115	22
1.6 i-DTEC 120 SE ZWD	£25570	118	115	22
1.6 i-DTEC 160 SE	£27570	158	129	26
1.6 i-DTEC 160 SE-Nav	£28740	158	129	26
1.6 i-DTEC 160 SR	£30625	158	133	27
1.6 i-DTEC 160 EX	£32470	158	133	27
<b>HYUNDAI</b>				
<b>i10 5dr hatch</b> Second gen i10 still close to the best. Mature drive, spacious cabin, low price ★★★★★	£8595	65	108	1

# NEW CARS A-Z

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
1.25 I	£10095	83	114	5
1.25 2	£11995	83	119	5
1.4 2 ISG	£12795	107	124	8
1.4 3 ISG	£13695	107	124	8
1.4 CRDI 3 ISG	£14795	89	105	8
<b>CEED 5dr hatch</b>	Another looker from Schreyer, but dynamically forgettable	★★★★☆		
1.4 98 VR7	£15200	99	143	8
1.4 CRDI 89 VR7	£16490	89	114	6
1.4 98 I	£16495	99	139	7
1.4 98 2	£16605	99	143	8
1.6 GDI 133 2 ISG	£17395	128	124	12
1.6 GDI 133 3 ISG	£19195	128	124	12
1.6 GDI 133 4 ISG	£20600	128	137	13
1.6 GDI 133 4 Tech ISG	£22500	128	137	15
1.6 T-GDI 201 GT	£20500	201	171	29
1.6 T-GDI 201 GT Tech	£23200	201	171	29
1.4 CRDI 89 I	£15895	89	109	6
1.6 CRDI 126 1 ISG	£16495	126	97	12
1.6 CRDI 126 2 ISG	£18495	126	100	13
1.6 CRDI 126 3 ISG	£20295	126	103	13
1.6 CRDI 126 4 ISG	£21895	126	112	14
1.6 CRDI 126 4 Tech ISG	£23795	126	112	15
<b>CEED 5dr estate</b>	Another slightly bigger looker from Schreyer, but also forgettable	★★★★☆		
1.4 98 VR7	£16400	99	148	8
1.4 CRDI 89 I ISG	£17295	89	109	6
1.6 CRDI 126 1 ISG	£18095	126	116	12
1.6 CRDI 126 2 ISG	£19695	126	116	13
1.6 CRDI 126 3 ISG	£21495	126	116	13
1.6 CRDI 126 4 ISG	£23295	126	116	14
1.6 CRDI 126 4 Tech ISG	£25195	126	116	15
<b>PROCEED 3dr hatch</b>	Another slightly smaller looker from Schreyer. Still not memorable	★★★☆☆		
1.4 98 VR7	£14900	133	143	10
1.6 GDI 133 3 ISG	£17895	133	143	10
1.6 GDI 133 3 ISG	£19905	133	137	15
1.6 GDI 133 3 SE DCT auto	£22105	133	140	14
1.6 T-GDI 201 GT	£20200	201	171	29
1.6 T-GDI 201 GT Tech	£22900	201	171	29
1.6 CRDI 126 3 ISG	£18995	126	103	13
1.6 CRDI 126 4 ISG	£20995	126	112	13
1.6 CRDI 126 4 Tech ISG	£23095	126	112	13
<b>SOUL 5dr hatch</b>	Looks divide opinion. Better value now, but still hardly the best option	★★★★☆		
EV 81kW	£29995	07	-	19
1.6 GDI Start	£12800	130	158	9
1.6 GDI Connect	£15000	130	158	10
1.6 GDI Connect Plus	£16100	130	158	10
1.6 GDI Mixx	£18350	130	170	11
1.6 GDI Maxx	£20150	130	170	11
1.6 CRDI Connect	£16600	126	132	9
1.6 CRDI Connect Plus	£17700	126	132	10
1.6 CRDI Mixx	£19950	126	132	10
1.6 CRDI Maxx	£21750	126	132	11
<b>OPTIMA 4dr saloon</b>	Looks the part, but is well off the European saloon pace	★★★★☆		
1.7 CRDI 2 ISG	£22895	134	128	17
1.7 CRDI 1 ISG	£19995	134	128	17
1.7 CRDI 3 ISG	£25795	134	128	20
<b>VENGA 5dr mpv</b>	Versatile interior, but firm ride and high price disappoint	★★★★☆		
1.4 89 I ISG	£11795	89	130	7
1.4 89 I Air ISG	£12595	89	130	8
<b>1.4 89 2 ISG</b>	£13695	89	130	8
1.6 123 3 Nav ISG	£16895	123	138	12
1.6 123 3 Nav auto	£17985	123	154	11
1.6 123 3 ISG	£15985	123	154	11
1.6 123 3 ISG	£16990	123	154	11
1.6 123 3 ISG	£15890	123	154	11
1.4 CRDI 90 Eco I	£13095	89	119	10
1.4 CRDI 89 I Air	£13895	89	119	11
1.4 CRDI 90 Eco 2	£14995	89	119	11
1.6 CRDI 114 3 ISG	£17175	114	117	14
1.6 CRDI 114 3 Nav ISG	£18170	114	117	15
<b>CARENS 5dr mpv</b>	Nicely up to scratch now, but no class leader	★★★★☆		
1.7 CRDI 3 Sat Nav ISG	£25250	136	132	16
1.6 GDI 1 ISG	£18195	133	149	13
1.6 GDI 2 ISG	£19600	133	149	13
1.7 CRDI 114 1 ISG	£19590	114	124	12
1.7 CRDI 114 2 ISG	£20995	114	124	12
1.7 CRDI 134 2 ISG	£24200	136	159	16
1.7 CRDI 134 3 ISG	£24300	136	162	16
<b>SPORTAGE 5dr 4x4</b>	Good ride, handling and usability	★★★★☆		
1.7 CRDI 4 2WD ISG	£25000	114	143	14
2.0 CRDI KX-1 4WD	£21500	134	149	16
1.6 GDI 1 2WD	£17500	133	158	14
1.6 GDI 2 2WD ISG	£19800	133	158	14
1.7 CRDI 2 2WD ISG	£19100	114	135	12
1.7 CRDI 2 2WD ISG	£21200	114	135	12
1.7 CRDI 3 2WD ISG	£23100	114	143	13
2.0 CRDI 3 SatNav 4WD ISG	£23900	114	143	13
2.0 CRDI KX-2 4WD	£23600	134	149	17
2.0 CRDI KX-3 4WD	£25500	134	156	17
2.0 CRDI KX-3 4WD nav	£26300	134	156	17
2.0 CRDI KX-3 4WD on su	£27605	134	183	17
2.0 CRDI 181 KX-4 4WD	£28200	134	158	19
<b>SORENTO 5dr 4x4</b>	Big and dependable, but unlovable to look directly at	★★★★☆		
2.2 CRDI KX-1	£26995	194	155	21
2.2 CRDI KX-2	£29400	194	155	21
2.2 CRDI KX-2 Sat Nav	£30500	194	155	22
2.2 CRDI KX-3 auto	£35605	194	178	25
2.2 CRDI KX-4 auto	£36805	194	178	25
<b>KOENIGSEGG</b>				
<b>CCX 2dr coupé</b>	Stupendously fast Swedish supercar	★★★★☆		
4.7 V8	£415000	806	-	-
<b>KTM</b>				
<b>X-Bow 0dr unknown</b>	Eccentric looks, sharp handling. Expensive	★★★★☆		
2.0 Street	£49980	237	185	-
2.0 Clubsport	£59755	237	185	-
2.0 Supersport	£79305	237	185	-
2.0 APT Sp. line 300	£59755	296	189	-
Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
<b>LAMBORGHINI</b>				
<b>HURACAN 2dr coupé</b>	A supercar to its bones, but the flaws are just as obvious	★★★★☆		
5.2 V10 LP 610-4	£180720	601	-	-
<b>AVENTADOR 2dr coupé</b>	Big, bullish and ballistic. But not perfect	★★★★☆		
6.5 LP700-4	£242280	690	398	-
<b>LAND ROVER</b>				
<b>DEFENDER 3dr 4x4</b>	An institution. Unbeatable off road, crude on it	★★★★☆		
90 2.2D Hard Top	£23100	120	266	-
90 2.2D S'Wagon	£25265	120	269	25
90 2.2D County	£27305	120	269	25
90 2.2D XS S'Wagon	£30505	120	269	26
<b>DEFENDER 5dr 4x4</b>	An institution. Unbeatable off road, crude on it	★★★★☆		
110 2.2D Hard Top	£25010	120	295	26
110 2.2D County Utility Wagon	£29550	120	295	-
110 2.2D Utility Wagon	£27620	120	295	-
110 2.2D S'Wagon	£27620	120	295	27
110 2.2D County	£29550	120	295	28
110 2.2D XS S'Wagon	£33405	120	295	28
110 2.2D XS Utility Wagon	£32405	120	295	-
<b>DISCOVERY 5dr 4x4</b>	The best compromise between off and on-road ability	★★★★☆		
3.0 SDV6 255 GS	£40005	252	213	39
3.0 SDV6 255 XS	£46865	252	213	40
3.0 SDV6 255 HSE	£54995	252	213	41
<b>DISCOVERY SPORT 5dr 4x4</b>	Hugely alluring compact seven-seater	★★★★☆		
2.2 SD4 190 SE	£32395	188	162	28
2.2 SD4 190 SE Tech	£33895	188	162	28
2.2 SD4 190 HSE	£37595	188	162	31
2.2 SD4 190 HSE Luxury	£41195	188	162	31
<b>RANGE ROVER EVOQUE 3dr 4x4</b>	A new class of desirability for the SUV	★★★★☆		
2.2 eD4 150 Pure Tech 2WD	£31205	148	129	29
2.2 SD4 190 Pure Tech 4WD	£33505	188	149	33
2.2 SD4 190 Dynamic 4WD	£39305	188	149	34
<b>RANGE ROVER EVOQUE 5dr 4x4</b>	A new class of desirability for the SUV	★★★★☆		
2.0 SR4 240 Dynamic Lux 4WD	£46210	237	181	39
2.2 eD4 150 Pure 2WD	£29205	148	133	28
2.2 eD4 150 Pure Tech 2WD	£31205	148	133	29
2.2 SD4 190 Pure 4WD	£31505	188	149	32
2.2 SD4 190 Pure Tech 4WD	£33505	188	149	33
2.2 SD4 190 Dynamic 4WD	£39305	188	149	34
<b>RANGE ROVER SPORT 5dr 4x4</b>	Arguably the best luxury car in the world. Easily the best SUV	★★★★☆		
5.0 V8 S Autobiography	£100350	503	299	50
5.0 V8 S Autobiography LWB	£107950	503	299	50
3.0 TDV6 Vogue	£73950	254	196	45
3.0 TDV6 Vogue SE	£80650	254	196	45
3.0 TDV6 Autobiography	£89650	254	196	50
3.0 SDV6 Hybrid Autobiography	£100350	335	169	50
4.4 SDV8 Vogue	£80850	308	229	50
4.4 SDV8 Vogue SE	£87550	308	229	50
4.4 SDV8 Autobiography	£96550	308	229	50
4.4 SDV8 Autobiography LWB	£104150	308	229	50
<b>RANGE ROVER SPORT 5dr 4x4</b>	Just the right kind of dynamic twist. Brilliant	★★★★☆		
5.0 V8 S Autobiography Dynamic	£82650	503	298	49
3.0 SDV6 HSE	£61250	288	199	43
3.0 SDV6 HSE Dynamic	£66250	288	199	43
3.0 SDV6 Autobiography Dynamic	£76250	288	199	45
4.4 SDV8 Autobiography Dynamic	£82650	334	229	47
<b>LEXUS</b>				
<b>CT 5dr hatch</b>	Makes sense only as a company car. Not fun	★★★★☆		
200h S	£21245	134	82	19
200h SE	£22745	134	94	19
200h Advance	£24245	134	94	19
200h Luxury	£24745	134	94	20
200h Sport	£26995	134	94	20
200h Premier	£29745	134	94	21
<b>IS 4dr saloon</b>	Sleek junior exec, well made and interesting. Needs a better diesel	★★★★☆		
250 SE	£26495	204	199	32
250 Luxury	£27995	204	199	33
250 F Sport	£30495	204	213	33
250 Premier	£33495	204	213	34
300h SE	£29495	217	99	31
300h Luxury	£30995	217	103	32
300h Sport	£33495	217	103	32
300h Premier	£38495	217	103	33
<b>GS 4dr saloon</b>	Refreshingly different, but lacks a diesel engine	★★★★☆		
300h SE	£31495	179	109	31
300h Luxury	£37495	179	113	32
300h Sport	£41745	179	113	33
300h Premier	£43745	179	113	33
450h Luxury	£45495	338	141	42
450h F Sport	£51495	338	145	42
450h Premier	£51495	338	141	42
<b>LS 4dr saloon</b>	Inspiring luxury barge with a huge kit attached	★★★★☆		
460 Luxury	£71995	382	249	48
460 F Sport	£74495	382	249	49
600h Premier	£99995	439	199	50
600h Premier Night View	£101510	439	199	50
<b>NX 5dr hatch</b>	Some good ideas, but dramatically off the pace to drive	★★★★☆		
2.0 200h F Sport	£38095	235	183	-
300h S 2WD	£29495	195	116	29
300h SE	£31495	195	121	31
300h Luxury	£33495	195	121	31
300h Sport	£36995	195	121	32
300h Premier	£42995	195	121	33
<b>RX 5dr 4x4</b>	Low flexibility, but hybrid function makes a degree of economic sense	★★★★☆		
450h SE	£44495	245	145	40
450h Luxury	£48495	245	145	41
450h F Sport	£51995	245	145	42
450h Premier	£55495	245	145	41
<b>LOTUS</b>				
<b>ELISE 2dr open</b>	Pure sports car. Great chassis and steering, low running costs	★★★★☆		
1.6 Club Racer	£28580	134	149	43
1.6	£29050	134	149	43
1.6 Sport	£30650	134	149	43
Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
1.8 S	£37205	217	175	43
<b>EXIGE 2dr coupé</b>	Sharp, uncompromising track car. Unforgiving on road	★★★★☆		
3.5 V6 S	£54610	345	236	47
<b>EVORA 2dr coupé</b>	Sublime combination of plant ride and sweet handling	★★★★☆		
3.5 V6	£53080	276	217	50
3.5 V6 +2	£54980	276	217	50
3.5 V6 Sp. Racer	£58850	276	217	50
3.5 V6 S	£62290	345	229	50
3.5 V6 S +2	£64190	345	229	50
3.5 V6 Sp. Racer	£66850	345	229	50
<b>MASERATI</b>				
<b>Ghibli 4dr saloon</b>	Classy and entertaining but less polished than a 5-Series	★★★★☆		
3.0 V6	£52275	325	223	50
3.0 V6 S	£63415	404	246	50
3.0 V6 S	£48830	271	158	50
<b>Quattroporte 4dr saloon</b>	Not quite as sophisticated as it might have been.	★★★★☆		
3.0 V6 S	£80095	404	-	50
3.8 V8	£110000	523	274	50
3.5 V6 Diesel	£69230	271	163	50
<b>GRANTURISMO 2dr coupé</b>	Fantastic looks and soundtrack, average chassis	★★★★☆		
4.2 V8	£82140	400	330	50
4.7 V8 Sport	£90390	453	354	50
4.7 V8 MC Stradale	£109995	453	337	50
<b>GRANCABRIO 2dr open</b>	Fantastic looks and soundtrack, average chassis	★★★★☆		
4.7 V8 Sport	£98200	433	354	50
4.7 V8 Sport	£102615	453	337	50
<b>MAZDA</b>				
<b>2dr hatch</b>	Much more grown-up now. Handsome and comfortable - if slightly less fun	★★★★☆		
1.5 75 SE-L	£11995	74	110	-
1.5 75 SE-L	£12995			

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
1.2 Tekna	£13345	79	115	7
1.2 DIG-S Visia	£12045	97	95	10
1.2 DIG-S Acenta	£13045	97	99	10
1.2 DIG-S Tekna	£14445	97	99	11
<b>JUKE 5dr hatch</b> High-riding, funky take on a compeling package. High CO <sub>2</sub>	★★★★★			
1.2 DIG-T Acenta	£15320	114	129	12
1.2 DIG-T Acenta Premium	£16470	114	129	12
1.2 DIG-T Tekna	£17670	114	129	12
1.6 Visia	£13420	93	138	12
1.6 DIG-T 190 Acenta Premium	£17900	188	159	21
1.6 DIG-T 190 Tekna	£19100	188	159	21
1.6 DIG-T 200 Nismo	£21650	197	159	21
1.5 dCi Visia	£15320	109	104	13
1.5 dCi Acenta	£16715	109	104	13
1.5 dCi Acenta Premium	£17865	109	104	13
1.5 dCi Tekna	£19065	109	104	13
<b>NOTE 5dr hatch</b> It lacks a bit of verve, but objectively the Note is entirely fit for purpose	★★★★★			
1.2 Visia	£12130	78	109	6
1.2 Acenta	£13525	78	109	6
1.2 Acenta Premium	£14425	78	109	6
1.2 DIG-S Acenta	£14625	97	99	10
1.2 DIG-S Acenta Premium	£15525	97	99	10
1.2 DIG-S Tekna	£16230	97	99	10
1.5 dCi Visia	£14130	89	92	8
1.5 dCi Acenta	£15525	89	92	8
1.5 dCi Acenta Premium	£16425	89	92	8
1.5 dCi Tekna	£17130	89	92	8
<b>LEAF 5dr hatch</b> Comfortable electric car with 100 mile range	★★★★★			
80kw Tekna	£30590	107	0	24
80kw Visia	£26490	107	0	23
80kw Visia +	£27590	107	0	23
80kw Acenta	£28590	107	0	23
<b>PULSAR 5dr hatch</b> Undeniably fit for purpose, but its appeal goes no deeper than that	★★★★★			
1.2 DIG-T 115 Visia	£15995	114	117	10
1.2 DIG-T 115 Acenta	£17645	114	117	10
1.2 DIG-T 115 n-tec	£18995	114	117	10
1.2 DIG-T 115 Tekna	£20345	114	117	10
1.5 dCi 110 Visia	£17595	109	94	11
1.5 dCi 110 Acenta	£19245	109	94	11
1.5 dCi 110 n-tec	£20595	109	94	11
1.5 dCi 110 Tekna	£21945	109	94	11
<b>QASHQAI 5dr hatch</b> Second generation a masterly update of the first. The crossover to beat	★★★★★			
1.6 dCi 130 Tekna 4WD	£28500	128	115	19
1.2 DIG-T 115 Visia	£18265	113	129	17
1.2 DIG-T 115 Acenta	£19850	113	129	17
1.2 DIG-T 115 n-tec	£21700	113	129	17
1.2 DIG-T 115 n-tec +	£22250	113	129	17
1.2 DIG-T 115 Tekna	£23800	113	129	17
1.6 DIG-T 163 n-tec	£23200	161	138	14
1.6 DIG-T 163 n-tec +	£23750	161	138	14
1.6 DIG-T 163 Tekna	£25300	161	138	14
1.5 dCi 110 Visia	£20015	109	97	17
1.5 dCi 110 Acenta	£21600	109	97	17
1.5 dCi 110 n-tec	£23450	109	97	17
1.5 dCi 110 n-tec +	£24000	109	97	17
1.5 dCi 110 Tekna	£25550	109	97	17
1.6 dCi 130 Tekna	£26800	128	115	19
<b>X-TRAIL 5dr 4x4</b> Sleek, Qashqai-based crossover is an easy win if you require seven seats	★★★★★			
1.6 dCi Visia 2WD	£23195	128	129	19
1.6 dCi Acenta 2WD	£24995	128	129	19
1.6 dCi Acenta 4WD	£26695	128	139	20
1.6 dCi n-tec 2WD	£27645	128	129	19
1.6 dCi n-tec 4WD	£29345	128	139	20
1.6 dCi Tekna 2WD	£29645	128	129	19
1.6 dCi Tekna 4WD	£31345	128	139	20
<b>PATFINDER 5dr 4x4</b> Tough, but no Discovery.	★★★★★			
Spacious but unrefined	★★★★★			
2.5 dCi 190 Acenta	£32945	188	224	31
2.5 dCi 190 Tekna	£36280	188	224	31
<b>707Z 2dr coupé</b> Great engine and poised handling.	★★★★★			
Lots of road noise	★★★★★			
3.7 V6 Nismo	£37575	345	248	46
3.7 V6	£27435	323	248	46
3.7 V6 GT	£32515	323	248	46
<b>GT-R 2dr coupé</b> A benchmark. Great drive, brutal power, sensational value	★★★★★			
3.8 V6 2014 MY	£78020	523	275	50
3.8 V6 Nismo	£125000	523	275	50
<b>NOBLE</b>				
<b>M600 2dr coupé</b> A new era for the Brit maker.	★★★★★			
Outrageous pace and handling	★★★★★			
4.4 V8	£200000	650	-	-
<b>PEUGEOT</b>				
<b>ION 5dr hatch</b> Good electric powertrain, comically expensive	★★★★★			
63	£26216	63	0	28
66 UK drive	£26216	63	0	28
<b>108 3dr hatch</b> Sister car to the Aygo. And distant second to most city car rivals	★★★★★			
1.0 Access	£8345	68	95	6
1.0 Active	£9595	68	95	6
1.0 Active Top	£10595	68	95	6
1.0 Active S-S	£9845	68	88	7
1.0 Active S-S Top	£10845	68	88	7
1.2 VTI Allure	£11095	81	99	11
1.2 VTI Allure Top	£12095	81	99	11
1.2 VTI Felina	£11945	81	99	11
<b>108 5dr hatch</b> Sister car to the Aygo. And distant second to most city car rivals	★★★★★			
1.0 Access	£9995	68	95	6
1.0 Active Top	£10995	68	95	6
1.0 Active S-S	£10245	68	88	7
1.0 Active S-S Top	£11245	68	88	7
1.2 VTI Allure	£11495	81	99	11
1.2 VTI Allure Top	£12495	81	99	11
1.2 VTI Felina	£12345	81	99	11
<b>208 3dr hatch</b> Big improvement for Peugeot, if not the supermini class	★★★★★			
1.0 VTI Access	£11095	67	99	5
1.0 VTI Access +	£11445	67	99	5
1.0 VTI Active	£12395	67	99	5
1.0 VTI Access +	£11945	81	104	8
1.2 VTI Active	£12895	81	104	8
1.2 VTI Allure	£14295	81	104	8
1.2 VTI Style	£13645	81	104	11
1.6 THP 156 XY	£18150	154	135	26
1.6 THP 200 GTI	£19100	197	139	30
1.4 HDi Access+	£13245	67	98	11
1.4 HDi Active	£14195	67	98	11
1.4 HDi Style	£14945	67	98	10
1.6 HDi 92 Style	£15595	91	95	17
1.6 HDi 92 Allure	£16245	91	95	17
1.6 HDi 92 XY	£17895	91	95	16
1.6 HDi 115 XY	£18545	113	99	20
<b>208 5dr hatch</b> Big improvement for Peugeot, if not the supermini class	★★★★★			
1.0 VTI Access	£10795	67	99	5
1.0 VTI Access +	£12045	67	99	5
1.0 VTI Active	£12995	67	99	5
1.2 VTI Active	£13495	81	104	8
1.2 VTI Access +	£12545	81	104	8
1.2 VTI Allure	£14695	81	104	8
1.2 VTI Style	£14245	81	104	11
1.6 VTI Allure auto	£16850	118	149	14
1.6 VTI Felina	£17245	118	129	14
1.4 HDi Access+	£13845	67	98	11
1.4 HDi Active	£14795	67	98	11
1.4 HDi Style	£15545	67	98	10
1.4 HDi Active EGC	£15495	67	87	11
1.6 HDi 92 Style	£16195	91	95	17
1.6 HDi 92 Allure	£16645	91	95	17
1.6 HDi 115 Felina	£18695	113	99	19
<b>308 5dr hatch</b> Thoughtfully developed and very well appointed but still no class leader	★★★★★			
1.2 PureTech 82 Access	£14995	81	117	9
1.2 PureTech 110 Active	£17945	108	105	13
1.6 VTI Allure	£19145	81	105	13
1.2 PureTech 110 Sportium	£17445	108	105	13
1.2 PureTech 130 Active	£18695	128	107	14
1.2 PureTech 130 GT Line	£19895	128	110	15
1.2 PureTech 130 GT Line	£21445	128	110	15
1.6 THP 205 GT	£24095	202	130	20
1.6 HDi 92 Access	£16945	91	93	15
1.6 HDi 92 Active	£18645	91	93	15
1.6 Blue HDi 120 Active	£19845	118	82	22
1.6 Blue HDi 120 Allure	£21045	118	84	24
1.6 HDi 115 Active	£19445	113	95	18
1.6 HDi 115 Allure	£20645	113	100	18
1.6 HDi 115 GT Line	£22195	113	100	18
2.0 Blue HDi 150 Allure	£21945	148	105	25
2.0 Blue HDi 150 GT Line	£23495	148	105	26
2.0 Blue HDi 180 GT	£25945	178	103	26
<b>308 5dr estate</b> Thoughtfully developed and very well appointed but still no class leader	★★★★★			
1.2 PureTech 82 Access	£17145	108	109	13
1.2 PureTech 110 Active	£18845	108	109	13
1.2 PureTech 110 Allure	£20045	81	111	13
1.2 PureTech 130 Active	£19595	128	109	14
1.2 PureTech 130 Allure	£20795	128	115	15
1.6 Blue HDi 120 Active	£20745	118	85	20
1.6 Blue HDi 120 Allure	£21945	118	88	21
1.6 HDi 115 Access	£18345	113	95	18
1.6 HDi 115 Felina	£22845	113	100	19
1.6 HDi 115 Active	£20345	113	95	18
1.6 HDi 115 Allure	£21545	113	100	18
1.6 HDi 92 Access	£17845	91	99	15
1.6 HDi 92 Active	£19545	91	99	15
2.0 Blue HDi 150 Active	£21095	148	99	24
2.0 Blue HDi 150 Felina	£24145	148	105	26
<b>508 4dr saloon</b> Very competent and likeable package.	★★★★★			
163 HDi the best	★★★★★			
2.0 HDi 200 GT	£30645	201	140	37
1.6 HDi 115 Active Nav	£22045	113	111	24
1.6 HDi 115 Allure Nav	£24895	113	111	25
2.0 HDi 140 Active Nav	£22445	140	119	27
2.0 HDi 140 Allure Nav	£25295	140	119	28
2.0 Blue HDi 150 Allure Nav	£26395	148	109	30
2.0 HDi 163 Allure Nav auto	£27195	161	140	30
2.0 HDi Hybrid4 Allure Nav	£32600	200	91	36
<b>508 5dr estate</b> As good as saloon, only better	★★★★★			
163 HDi the best	★★★★★			
1.6 HDi 115 Active Nav	£23245	113	112	24
1.6 HDi 115 Allure Nav	£26295	113	112	25
2.0 Blue HDi 150 Allure Nav	£27795	148	110	30
2.0 HDi 140 Active Nav	£23645	140	125	27
2.0 HDi 140 Allure Nav	£26695	140	125	28
2.0 HDi 163 Allure Nav auto	£28595	161	144	30
2.0 HDi 200 GT	£32045	201	144	37
<b>2008 5dr hatch</b> Efficient and well-mannered but short on space and style	★★★★★			
1.2 VTI 82 Access +	£13195	81	114	10
1.2 VTI 82 Active	£14295	81	114	11
1.2 VTI 82 Allure	£15595	81	114	11
1.6 VTI 120 Allure	£16750	118	135	20
1.6 VTI 120 Felina Calima	£18150	118	135	19
1.6 VTI 120 Felina Mistral S-S	£18450	118	135	19
1.4 HDi 70 Access +	£14495	67	104	10
1.4 HDi 70 Active	£15595	67	104	10
1.6 HDi 92 Active S-S	£16245	91	103	17
1.6 HDi 92 Active EGC S-S	£16845	91	103	17
1.6 HDi 92 Allure S-S	£17745	91	103	18
1.6 HDi 92 Felina Calima	£19145	91	103	17
1.6 HDi 92 Felina Mistral	£19445	91	103	17
1.6 HDi 115 Allure S-S	£18345	113	105	20
1.6 HDi 115 Felina Calima SS	£19745	113	105	20
1.6 HDi 115 Felina Mistral S	£20045	113	105	20
<b>3008 5dr mpv</b> Good handling and flexible cabin. Split tailgate a useful touch	★★★★★			
2.0 HDi 163 Allure Au	£25015	161	145	23
1.6 VTI 120 Access	£17550	118	155	17
1.6 VTI 120 Allure	£21200	118	155	17
1.6 THP 156 Allure	£22050	154	153	23
1.6 HDi 115 Access	£19345	113	125	18
1.6 HDi 115 Active	£20795	113	125	18
1.6 HDi 115 Allure	£22745	113	127	18
1.6 HDi 115 Access EGC	£20195	113	110	18
1.6 HDi 115 Active EGC	£21645	113	110	18
2.0 HDi FAP 150 Active	£21900	148	139	24
2.0 HDi FAP 150 Allure	£23850	148	139	22
2.0 HDi Hybrid 4 Active	£27245	197	99	31
2.0 HDi Hybrid 4 Allure	£28245	197	99	30
<b>5008 5dr mpv</b> Well resolved ride and handling with a useful 7-seat interior	★★★★★			
1.6 VTI 120 Access	£19350	118	159	13
1.6 VTI 120 Allure	£21100	118	159	15
1.6 THP 156 Active	£21100	154	163	16
1.6 THP 156 Allure	£23750	154	163	19
1.6 HDi 115 Access EGC	£21895	113	113	16
1.6 HDi 115 Active EGC	£23495	113	123	17
1.6 HDi 115 Allure EGC	£25295	113	126	16
1.6 HDi 115 Access	£21045	113	124	16

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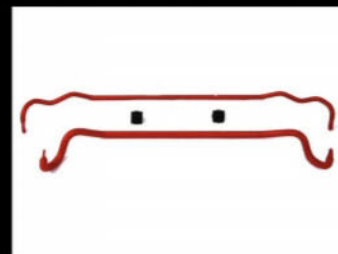
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## WHAT'S COMING WHEN



## Jaguar XF

Late 2015

Taking clear styling cues from the smaller XE, Jaguar's second-gen BMW 5 Series rival gets a lighter aluminium structure, more tech and more efficient engines than the outgoing car. JLR's InControl Touch multimedia system features inside. **Price** £32,300

## Caterham Seven 270 April 2015

Seven range expands again with the 270, which gets 135bhp from its 1.6-litre Ford Sigma engine.

## Ford Edge Late 2015

The Edge SUV arrives in the UK and Europe for the first time as part of the One Ford policy.

## Porsche 911 GT3 RS May 2015

Hottest 911 comes with 493bhp from its 4.0-litre boxer engine and costs £131,296.

## Jaguar F-Pace 2016

Jag's first-ever SUV will take styling cues from the C-X17 concept and will be powered by Ingenium engines.

## Lexus RX Late 2015

Fourth-generation Lexus SUV gets NX-inspired styling, new infotainment options and a hybrid powertrain.

## Lotus Evora 400 August 2015

Flagship Evora is faster, lighter and more powerful than before, and aims to boost Lotus sales.

## Mini Clubman Summer 2015

The Clubman will be reborn as a bigger, more spacious estate car with four proper passenger doors.

## Mercedes-Benz C350 Hybrid June 2015

Mercedes' second dedicated plug-in hybrid promises to return 134.5mpg with CO<sub>2</sub> emissions of 48g/km.

## Mitsubishi L200 September 2015

New version of the L200 pick-up truck is on the way. It will feature a new 2.4-litre diesel engine.

## Vauxhall Corsa VXR May 2015

Vauxhall's Ford Fiesta ST rival gets 202bhp and can reach 60mph from rest in 6.8sec.

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## Ford Galaxy

Summer

While the seven-seat Galaxy MPV is still an important model, Ford expects the majority of sales to come from fleet rather than private buyers. The new Galaxy gets more head and leg room than before, while the third row of seats can be folded or raised at the touch of a button. Engines will include the new 207bhp 2.0 TDCi twin-turbo diesel. **Price** £26,000 (est)

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
1.0 75 SE auto	£10760	74	105	2
1.0 75 Sport	£10380	74	108	2
<b>Mii 5dr hatch</b> Predictably not quite as good as the VW Up. Cheaper, though	£8545	59	105	1
1.0 60 S	£9055	59	105	1
1.0 60 S AC	£9980	59	105	1
1.0 60 SE	£10345	59	105	1
1.0 60 Toca	£9880	59	96	1
1.0 60 Econative	£11110	74	105	2
1.0 75 SE auto	£10730	74	108	2
1.0 75 Sport	£10730	74	108	2
<b>IBIZA 3dr hatch</b> Sharp looks and handling. Cupra needs a manual	£11410	69	125	5
1.2 12v 70 S A-C	£12545	84	139	9
1.4 85 SE	£12870	84	139	11
1.4 85 Toca	£14185	104	124	12
1.2 TSI 105 SE DSG	£14190	104	119	12
1.2 TSI 105 FR	£15285	104	124	12
1.4 TSI 140 ACT FR Edition	£15495	138	109	21
1.4 TSI 140 ACT FR Edition	£16110	138	109	22
1.4 TSI 180 Cupra DSG	£18980	178	139	27
1.2 TDI 75 S A-C	£13305	74	102	7
1.2 TDI 75 S A-C Econative	£13830	74	92	7
1.2 TDI 75 SE Econative	£14360	74	92	7
1.6 TDI 105 SE	£14910	104	112	14
1.6 TDI 105 FR	£15910	104	112	14
2.0 TDI 143 FR	£17085	141	123	22
<b>IBIZA 5dr hatch</b> Sharp looks and handling. Cupra needs a manual	£11960	69	125	5
1.2 12v 70 S A-C	£13095	84	139	9
1.4 85 SE	£13420	84	139	11
1.4 85 Toca	£14735	104	124	12
1.2 TSI 105 SE DSG	£14740	104	119	12
1.2 TSI 105 FR	£15835	104	124	12
1.4 TSI 140 ACT FR	£16045	138	109	21
1.4 TSI 140 ACT FR Edition	£16640	138	109	22
1.2 TDI 75 S A-C	£13855	74	102	7
1.2 TDI 75 S A-C Econative	£14380	74	92	7
1.2 TDI 75 SE Econative	£14910	74	92	7
1.6 TDI 105 SE	£15460	104	112	14
1.6 TDI 105 FR	£16460	104	112	14
2.0 TDI 143 FR	£17635	141	123	22
<b>IBIZA 5dr estate</b> Rivals are more practical but Ibiza is fun	£12660	69	128	5
1.2 70 S A-C	£13795	84	139	9
1.4 85 SE	£14120	84	139	11
1.4 85 Toca	£15435	103	124	12
1.2 TSI 105 SE DSG	£15440	103	119	12
1.2 TSI 105 FR	£16745	138	109	21
1.4 TSI 140 ACT FR	£14555	74	105	7
1.2 TDI 75 S A-C	£15080	74	92	7
1.2 TDI 75 S A-C Econative	£15610	74	92	7
1.2 TDI 75 SE Econative	£16160	104	112	14
1.6 TDI 105 SE	£17160	104	112	14
1.6 TDI 105 FR	£17160	104	112	14
<b>TOLLEDO 5dr hatch</b> Makes practical sense, but leaves no other lasting impression	£14265	84	119	10
1.2 TSI 85 S	£15295	104	116	13
1.2 TSI 105 S	£16515	104	118	14
1.2 TSI 105 SE	£17965	120	134	17
1.4 TSI 122 SE DSG	£17150	104	104	15
1.6 TDI CR SE Econative	£18370	104	106	15
<b>LEON 3dr hatch</b> Sharp looks and handling. Inevitably back from the Golf's quality	£19625	108	87	14
1.6 TDI 110 SE Econative	£15815	108	114	13
1.2 TSI 110 S	£16935	108	114	13
1.2 TSI 110 SE	£17535	123	120	16
1.4 TSI 125 SE	£19265	138	119	18
1.8 TSI 180 FR	£20740	178	137	25
2.0 TDI 265 Cupra	£25960	261	154	33
2.0 TDI 280 Cupra	£27210	276	154	33
1.6 TDI CR 105 S	£17515	104	99	13
1.6 TDI CR 105 SE	£18635	104	99	13
2.0 TDI CR 150 SE	£19985	148	106	19
2.0 TDI CR 150 FR	£21530	148	106	20
2.0 TDI CR 184 FR	£22520	181	109	26
<b>LEON 5dr hatch</b> Sharp looks and handling. Inevitably back from the Golf's quality	£19925	108	87	14
1.6 TDI 110 SE Econative	£16115	108	114	13
1.2 TSI 110 S	£17235	108	114	13
1.4 TSI 125 SE	£17835	123	120	16
1.4 TSI 140 FR	£19565	138	119	18
1.8 TSI 180 FR	£21040	178	137	25
2.0 TDI CR 184 FR	£22820	181	109	26
2.0 TSI 280 Cupra	£27510	276	154	33
1.6 TDI CR 105 S	£17815	104	99	13
1.6 TDI CR 105 SE	£18935	104	99	13
2.0 TDI CR 150 SE	£20285	148	106	19
2.0 TDI CR 150 FR	£21830	148	106	20
<b>LEON 5dr estate</b> Sharp looks and handling. Inevitably back from the Golf's quality	£16675	104	114	12
1.2 TSI 105 S	£17795	104	114	13
1.4 TSI 140 FR	£20390	138	122	18
1.4 TSI 140 SE	£18845	138	122	18
1.6 TDI 110 SE Econative	£20920	108	87	14
1.6 TDI CR 105 S	£18810	104	99	13
1.6 TDI CR 105 SE	£19930	104	99	13
1.8 TSI 180 FR	£22035	178	137	25
2.0 TDI CR 150 FR	£22825	148	106	20
2.0 TDI CR 150 SE	£21280	148	106	19
2.0 TDI CR 184 FR	£23815	181	112	26
<b>ALTEA 5dr hatch</b> Short on interior flexibility and visibility. Well-judged drive	£19345	103	119	14
1.6 TDI 105 i-Tech Econative	£20145	103	129	19
2.0 TDI 140 i-Tech	£20065	138	119	13
XL 1.6 TDI 105 i-Tech Econativ	£20865	138	129	19
2.0 TDI 140 i-Tech	£20865	138	129	19
<b>ALHAMBRA 5dr mpv</b> Practical, refined and good value. Not exciting	£25630	138	146	18
2.0 TDI 140 Econative S	£27510	138	146	18
2.0 TDI 140 Econative SE	£28630	138	146	18
2.0 TDI 140 Econative i-Tech	£30900	138	146	18
2.0 TDI 140 Eco S Lux	£28750	138	158	22
2.0 TDI 177 SE	£32420	138	158	22
2.0 TDI 177 SE Lux	£32420	138	158	22

# NEW CARS A-Z

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
<b>AYGO 5dr hatch</b> Probably the best of its ilk, but we'd still pay the premium for a VW Up. <b>★★★★★</b>					<b>2.0 Giallo</b> £27495 197 180 34					<b>1.6 TDI 110 5dr Des.</b> £24590 103 117 17					<b>1.6 TDI 105 BlueMotion Tech SE</b> £24590 103 117 17				
1.0 x-play £8095 68 95 6					<b>2.0 GT86 auto</b> £25995 197 164 33					<b>1.7 CDTi 125 eco Excl.</b> £24875 123 134 17					<b>2.0 TDI 140 BlueMotion Tech SE</b> £25990 138 119 23				
1.0 x-pressure £11395 68 95 7										<b>1.7 CDTi 125 eco Excl.</b> £24875 123 134 17					<b>2.0 TDI 140 BlueMotion Tech GT</b> £27180 138 119 23				
1.0 x-cite £11595 68 95 7										<b>ZAFIRA TOURER 5dr mpv</b> Super-stylish, but lacks sliding rear doors. <b>★★★★★</b>					<b>GOLF 3dr hatch</b> The complete package. Reassuringly expensive. <b>★★★★★</b>				
1.0 x-clusive £11695 68 95 7										<b>1.6 CDTi 136 Elite S-S</b> £28435 134 109 16					<b>1.6 TDI 110 BlueMotion</b> £21015 103 85 15				
<b>YARIS 3dr hatch</b> Good space and value, but not a class leader. <b>★★★★★</b>										<b>1.6 CDTi 136 SRI S-S</b> £26890 134 109 16					<b>1.6 TDI 90 S</b> £18995 89 98 10				
1.0 VTI-Active £10995 68 99 4										<b>2.0 TSI 300 R</b> £30150 296 165 34					<b>1.2 TSI 85 S</b> £11715 84 113 7				
1.0 VTI-Icon £12745 68 99 5										<b>2.0 TSI 160 R</b> £25680 217 139 29					<b>1.2 TSI 105 S</b> £18185 121 120 14				
<b>YARIS 5dr hatch</b> Good space and value, but not a class leader. <b>★★★★★</b>										<b>1.4 TSI 122 S</b> £18945 121 120 14					<b>1.4 TSI 122 Match</b> £19880 121 120 15				
1.0 VTI-Active £11595 68 99 4										<b>1.4 TSI 150 GT ACT</b> £23195 148 109 15					<b>1.4 TSI 150 GTI</b> £23195 148 109 15				
1.0 VTI-Icon £13345 68 99 5										<b>1.4 TSI 160 GTI</b> £23195 148 109 15					<b>1.4 TSI 160 GTI</b> £23195 148 109 15				
1.3 VTI-Icon £14095 98 114 10										<b>1.4 TSI 160 GTI</b> £23195 148 109 15					<b>1.4 TSI 160 GTI</b> £23195 148 109 15				
1.3 VTI-Sport £14995 98 119 10										<b>1.4 TSI 160 GTI</b> £23195 148 109 15					<b>1.4 TSI 160 GTI</b> £23195 148 109 15				
1.3 VTI-Excel £15695 98 119 10										<b>1.4 TSI 160 GTI</b> £23195 148 109 15					<b>1.4 TSI 160 GTI</b> £23195 148 109 15				
1.5 VTI-Hybrid Icon £16195 98 75 10										<b>1.4 TSI 160 GTI</b> £23195 148 109 15					<b>1.4 TSI 160 GTI</b> £23195 148 109 15				
1.5 VTI-Hybrid Excel £17695 98 119 10										<b>1.4 TSI 160 GTI</b> £23195 148 109 15					<b>1.4 TSI 160 GTI</b> £23195 148 109 15				
1.4 D-40 Icon £15595 89 99 11										<b>1.4 TSI 160 GTI</b> £23195 148 109 15					<b>1.4 TSI 160 GTI</b> £23195 148 109 15				
<b>AURIS 5dr hatch</b> Disappointingly average. There are many better rivals. <b>★★★★★</b>										<b>1.4 TSI 160 GTI</b> £23195 148 109 15					<b>1.4 TSI 160 GTI</b> £23195 148 109 15				
1.4945 99 125 7										<b>1.4 TSI 160 GTI</b> £23195 148 109 15					<b>1.4 TSI 160 GTI</b> £23195 148 109 15				
1.3 VTI-Active £11595 68 99 4										<b>1.4 TSI 160 GTI</b> £23195 148 109 15					<b>1.4 TSI 160 GTI</b> £23195 148 109 15				
1.3 VTI-Icon £11745 68 99 5										<b>1.4 TSI 160 GTI</b> £23195 148 109 15					<b>1.4 TSI 160 GTI</b> £23195 148 109 15				
1.6 V-matic Icon CTV £18995 130 134 14										<b>1.4 TSI 160 GTI</b> £23195 148 109 15					<b>1.4 TSI 160 GTI</b> £23195 148 109 15				
1.6 V-matic Sport £18705 130 140 14										<b>1.4 TSI 160 GTI</b> £23195 148 109 15					<b>1.4 TSI 160 GTI</b> £23195 148 109 15				
1.6 V-matic Sport £20250 130 140 14										<b>1.4 TSI 160 GTI</b> £23195 148 109 15					<b>1.4 TSI 160 GTI</b> £23195 148 109 15				
1.8 VTI-Icon Hybrid £20645 134 84 7										<b>1.4 TSI 160 GTI</b> £23195 148 109 15					<b>1.4 TSI 160 GTI</b> £23195 148 109 15				
1.8 VTI-Excel Hybrid £22890 134 91 7										<b>1.4 TSI 160 GTI</b> £23195 148 109 15					<b>1.4 TSI 160 GTI</b> £23195 148 109 15				
1.4 D-40 Active £16295 89 99 10										<b>1.4 TSI 160 GTI</b> £23195 148 109 15					<b>1.4 TSI 160 GTI</b> £23195 148 109 15				
1.4 D-40 Icon £18995 89 103 10										<b>1.4 TSI 160 GTI</b> £23195 148 109 15					<b>1.4 TSI 160 GTI</b> £23195 148 109 15				
1.4 D-40 Sport £19695 89 103 10										<b>1.4 TSI 160 GTI</b> £23195 148 109 15					<b>1.4 TSI 160 GTI</b> £23195 148 109 15				
1.4 D-40 Excel £21495 89 103 10										<b>1.4 TSI 160 GTI</b> £23195 148 109 15					<b>1.4 TSI 160 GTI</b> £23195 148 109 15				
<b>AURIS TOURING 5dr estate</b> Nothing wrong, but not exceptional. Good spec. <b>★★★★★</b>										<b>1.4 TSI 160 GTI</b> £23195 148 109 15					<b>1.4 TSI 160 GTI</b> £23195 148 109 15				
1.33 VTI-Active £16045 99 127 7										<b>1.4 TSI 160 GTI</b> £23195 148 109 15					<b>1.4 TSI 160 GTI</b> £23195 148 109 15				
1.33 VTI-Icon £18745 99 127 8										<b>1.4 TSI 160 GTI</b> £23195 148 109 15					<b>1.4 TSI 160 GTI</b> £23195 148 109 15				
1.4 D-40 Active £17395 89 109 10										<b>1.4 TSI 160 GTI</b> £23195 148 109 15					<b>1.4 TSI 160 GTI</b> £23195 148 109 15				
1.4 D-40 Icon £22595 89 109 10										<b>1.4 TSI 160 GTI</b> £23195 148 109 15					<b>1.4 TSI 160 GTI</b> £23195 148 109 15				
1.4 D-40 Sport £20095 89 109 10										<b>1.4 TSI 160 GTI</b> £23195 148 109 15					<b>1.4 TSI 160 GTI</b> £23195 148 109 15				
1.6 V-matic Icon £19095 130 140 14										<b>1.4 TSI 160 GTI</b> £23195 148 109 15					<b>1.4 TSI 160 GTI</b> £23195 148 109 15				
1.6 V-matic Sport £19805 130 143 14										<b>1.4 TSI 160 GTI</b> £23195 148 109 15					<b>1.4 TSI 160 GTI</b> £23195 148 109 15				
1.8 VTI-Icon Hybrid £21745 134 85 7										<b>1.4 TSI 160 GTI</b> £23195 148 109 15					<b>1.4 TSI 160 GTI</b> £23195 148 109 15				
1.8 VTI-Excel Hybrid £21745 134 85 7										<b>1.4 TSI 160 GTI</b> £23195 148 109 15					<b>1.4 TSI 160 GTI</b> £23195 148 109 15				
1.8 VTI-Excel Hybrid £23990 134 85 7										<b>1.4 TSI 160 GTI</b> £23195 148 109 15					<b>1.4 TSI 160 GTI</b> £23195 148 109 15				
<b>PRIVUS 5dr hatch</b> Clever and appealing in its own right, not just as a hybrid. <b>★★★★★</b>										<b>1.4 TSI 160 GTI</b> £23195 148 109 15					<b>1.4 TSI 160 GTI</b> £23195 148 109 15				
1.8 VTI-T3 £21995 134 89 15										<b>1.4 TSI 160 GTI</b> £23195 148 109 15					<b>1.4 TSI 160 GTI</b> £23195 148 109 15				
1.8 VTI-T4 £23745 134 92 15										<b>1.4 TSI 160 GTI</b> £23195 148 109 15					<b>1.4 TSI 160 GTI</b> £23195 148 109 15				
1.8 VTI-T Spirit £25295 134 92 15										<b>1.4 TSI 160 GTI</b> £23195 148 109 15					<b>1.4 TSI 160 GTI</b> £23195 148 109 15				
1.8 VTI-Plug-In £33395 134 49 15										<b>1.4 TSI 160 GTI</b> £23195 148 109 15					<b>1.4 TSI 160 GTI</b> £23195 148 109 15				
<b>PRIVUS+ 5dr mpv</b> Expensive and ugly. Bigger though. <b>★★★★★</b>										<b>1.4 TSI 160 GTI</b> £23195 148 109 15					<b>1.4 TSI 160 GTI</b> £23195 148 109 15				
1.8 VTI-Icon £26145 178 96 11										<b>1.4 TSI 160 GTI</b> £23195 148 109 15					<b>1.4 TSI 160 GTI</b> £23195 148 109 15				
1.8 VTI-Excel £29445 178 101 12										<b>1.4 TSI 160 GTI</b> £23195 148 109 15					<b>1.4 TSI 160 GTI</b> £23195 148 109 15				
<b>RAV4 5dr 4x4</b> A solid option, but ultimately outgunned by Korean competition. <b>★★★★★</b>										<b>1.4 TSI 160 GTI</b> £23195 148 109 15					<b>1.4 TSI 160 GTI</b> £23195 148 109 15				
2.0 V-matic CTV Icon 4WD £26000 150 167 29										<b>1.4 TSI 160 GTI</b> £23195 148 109 15					<b>1.4 TSI 160 GTI</b> £23195 148 109 15				
2.0 D-40 Active 2WD £22495 124 127 26										<b>1.4 TSI 160 GTI</b> £23195 148 109 15					<b>1.4 TSI 160 GTI</b> £23195 148 109 15				
2.0 D-40 Icon 2WD £24995 124 127 26										<b>1.4 TSI 160 GTI</b> £23195 148 109 15					<b>1.4 TSI 160 GTI</b> £23195 148 109 15				
2.0 D-40 Icon 4WD £26000 124 137 26										<b>1.4 TSI 160 GTI</b> £23195 148 109 15					<b>1.4 TSI 160 GTI</b> £23195 148 109 15				
2.0 D-40 Icon 4WD £26695 124 127 27										<b>1.4 TSI 160 GTI</b> £23195 148 109 15					<b>1.4 TSI 160 GTI</b> £23195 148 109 15				
2.0 D-40 Icon 4WD £27700 124 137 26										<b>1.4 TSI 160 GTI</b> £23195 148 109 15					<b>1.4 TSI 160 GTI</b> £23195 148 109 15				
2.2 D-40 Icon 4WD £26800 148 149 29										<b>1.4 TSI 160 GTI</b> £23195 148 109 15					<b>1.4 TSI 160 GTI</b> £23195 148 109 15				
2.2 D-40 Icon 4WD £28500 148 149 29										<b>1.4 TSI 160 GTI</b> £23195 148 109 15					<b>1.4 TSI 160 GTI</b> £23195 148 109 15				
<b>AVENSIS 4dr saloon</b> Nothing wrong, but nothing exceptional. Good spec. <b>★★★★★</b>										<b>1.4 TSI 160 GTI</b> £23195 148 109 15					<b>1.4 TSI 160 GTI</b> £23195 148 109 15				
1.8 V-matic Active £17700 145 152 17										<b>1.4 TSI 160 GTI</b> £23195 148 109 15					<b>1.4 TSI 160 GTI</b> £23195 148 109 15				
1.8 V-matic Icon £20300 145 152 18										<b>1.4 TSI 160 GTI</b> £23195 148 109 15					<b>1.4 TSI 160 GTI</b> £23195 148 109 15				
1.8 V-matic Icon+ £23250 145 152 18										<b>1.4 TSI 160 GTI</b> £23195 148 109 15					<b>1.4 TSI 160 GTI</b> £23195 148 109 15				
2.0 D-40 Active £18695 124 119 22										<b>1.4 TSI 160 GTI</b> £23195 148 109 15					<b>1.4 TSI 160 GTI</b> £23195 148 109 15				
2.0 D-40 Icon £21295 124 119 22										<b>1.4 TSI 160 GTI</b> £23195 148 109 15					<b>1.4 TSI 160 GTI</b> £23195 148 109 15				
2.0 D-40 Icon+ £24245 124 119 23										<b>1.4 TSI 160 GTI</b> £23195 148 109 15					<b>1.4 TSI 160 GTI</b> £23195 148 109 15				
2.0 D-40 Excel £24495 124 119 23										<b>1.4 TSI 160 GTI</b> £23195 148 109 15					<b>1.4 TSI 160 GTI</b> £23195 148 109 15				
2.2 D-40 150 Icon £23450 148 143 25										<b>1.4 TSI 160 GTI</b> £23195 148 109 15					<b>1.4 TSI 160 GTI</b> £23195 148 109 15				
2.2 D-40 150 Icon+ £25250 148 143 25</																			

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group					
2.0 TDI 150 GT	£25305	148	109	28	1.4 TSI 150 SE	£27630	148	167	16	1.6 T2 120 SE	£20520	118	124	19	2.0 D3 SE Lux Nav S-S	£31995	134	119	25	2.0 D4 SE Lux Nav S-S	£31995	134	119	25	2.0 D4 SE Lux Nav S-S	£31995	134	119	25
2.0 TDI 150 R-Line	£27375	148	109	28	2.0 TSI 200 SEL DSG	£33775	197	198	25	1.6 T2 120 SE Nav	£21720	118	124	19	2.0 D3 SE Nav S-S	£29595	134	119	23	2.0 D4 R-Design Nav S-S	£34945	178	103	29	2.0 D4 R-Design Nav S-S	£34945	178	103	29
2.0 TDI 184 GT	£26305	181	115	31	2.0 TDI 115 S	£25890	113	146	14	1.6 T2 120 R-Design Lux Nav	£23720	118	124	20	1.6 D2 R-Design Lux Nav S-S	£30545	113	103	20	2.0 D4 R-Design Nav S-S	£33745	178	103	29	2.0 D4 R-Design Nav S-S	£33745	178	103	29
2.0 TDI 184 R-Line	£28375	181	115	31	2.0 TDI 140 S	£26640	138	146	18	1.6 T2 120 R-Design Lux Nav	£21295	118	124	19	1.6 D2 R-Design Lux Nav S-S	£29245	113	103	19	2.0 D4 R-Design Nav S-S	£32345	178	103	28	2.0 D4 R-Design Nav S-S	£32345	178	103	28
<b>PASSAT 4dr saloon</b> Supremely well-executed family-sized saloon	★★★★★				2.0 TDI 140 SEL	£28950	138	146	18	1.6 T2 120 R-Design Lux Nav	£24995	118	124	19	1.6 D2 R-Design Lux Nav S-S	£28045	113	103	18	2.0 D4 R-Design Nav S-S	£33145	178	103	28	2.0 D4 R-Design Nav S-S	£33145	178	103	28
1.6 TDI 120 S	£22215	118	105	15	2.0 TDI 140 Exec	£31850	138	146	18	1.6 T3 150 SE	£32100	138	146	18	1.6 D2 SE Lux Nav S-S	£30045	113	103	19	2.0 D4 SE Lux Nav S-S	£33245	178	99	29	2.0 D4 SE Lux Nav S-S	£33245	178	99	29
1.6 TDI 120 SE	£23310	118	105	12	<b>TIGUAN 5dr 4x4</b> Dull but capable soft-roader. Pricey, but good ride and handling	★★★★★				1.6 T3 150 SE Nav	£22145	148	124	21	1.6 D2 SE Lux Nav S-S	£28845	113	103	19	2.0 D4 SE Lux Nav S-S	£32045	178	99	29	2.0 D4 SE Lux Nav S-S	£32045	178	99	29
1.6 TDI 120 SE Business	£24010	118	105	12	1.4 TSI 160 BMT Match 2WD	£23955	158	156	21	1.6 T3 150 SE	£22470	148	124	21	1.6 D2 SE Nav S-S	£27745	113	103	18	2.0 D4 SE Lux Nav S-S	£30845	178	99	28	2.0 D4 SE Lux Nav S-S	£30845	178	99	28
2.0 TDI 150 S	£25305	118	109	13	1.4 TSI 160 BMT Match 4WD	£25645	158	178	21	1.6 T3 150 SE Nav	£23670	148	124	22	1.6 T3 R-Design Nav S-S	£26545	113	103	18	2.0 D4 SE Lux Nav S-S	£29645	178	99	27	2.0 D4 SE Lux Nav S-S	£29645	178	99	27
2.0 TDI 150 SE	£24435	148	106	19	2.0 TDI 140 BMT Match 2WD	£25150	138	138	18	1.6 T3 150 R-Design	£23245	148	124	20	1.6 T3 R-Design Nav S-S	£26875	148	135	23	2.0 D4 SE Lux Nav S-S	£32045	178	99	29	2.0 D4 SE Lux Nav S-S	£32045	178	99	29
2.0 TDI 150 SE Business	£25135	148	106	19	2.0 TDI 140 BMT Match 4WD	£26920	138	150	19	1.6 T3 150 R-Design Lux Nav	£24445	148	124	21	2.0 D3 R-Design Lux Nav S-S	£32395	134	114	25	2.0 D4 SE Lux Nav S-S	£34995	212	120	29	2.0 D4 SE Lux Nav S-S	£34995	212	120	29
2.0 TDI 150 SE GT	£26430	148	109	19	2.0 TDI 177 BMT Match 4WD	£27925	175	151	23	1.6 T3 150 R-Design Lux Nav	£26120	148	124	22	2.0 D3 R-Design Lux Nav S-S	£31195	134	114	25	2.0 D4 SE Lux Nav S-S	£32005	178	99	29	2.0 D4 SE Lux Nav S-S	£32005	178	99	29
2.0 TDI 150 R-Line	£27425	148	109	19	2.0 TSI 180 Match 4WD	£24685	178	198	24	1.6 T4 180 SE Lux Nav	£27170	177	129	26	2.0 D3 R-Design Lux Nav S-S	£29895	134	114	24	2.0 D4 SE Lux Nav S-S	£27005	148	139	22	2.0 D4 SE Lux Nav S-S	£27005	148	139	22
2.0 TDI 190 GT	£27780	187	107	22	2.0 TSI 160 Blue Tech S	£21960	158	156	18	1.6 T4 180 R-Design Lux Nav	£27620	177	129	26	2.0 D3 R-Design Lux Nav S-S	£30695	134	114	24	2.0 D4 SE Lux Nav S-S	£28505	148	139	22	2.0 D4 SE Lux Nav S-S	£28505	148	139	22
2.0 TDI 190 R-Line	£28775	187	107	23	1.4 TSI 160 S 4WD	£23650	158	178	18	1.6 T4 180 C-Country Lux Nav	£28170	177	129	24	2.0 D3 SE Lux Nav S-S	£28395	134	114	23	2.0 D4 SE Lux Nav S-S	£29755	148	139	22	2.0 D4 SE Lux Nav S-S	£29755	148	139	22
2.0 TDI 240 BITDI SCR GT	£34510	237	139	28	2.0 TDI 210 R-Line 4WD	£29180	208	199	22	2.5 T5 254 C-Ctry Lux Nav	£31900	251	189	35	2.0 D4 R-Design Lux Nav S-S	£33645	178	99	29	2.0 D4 SE Lux Nav S-S	£32745	178	99	29	2.0 D4 SE Lux Nav S-S	£32745	178	99	29
2.0 TDI 240 BITDI SCR R-Line	£35505	237	139	28	2.0 TDI 110 BMT S 2WD	£22605	109	138	14	1.6 D2 115 ES	£34140	251	194	30	2.0 D4 R-Design Lux Nav S-S	£32445	178	99	28	2.0 D3 Business Edition S-S	£30995	212	119	31	2.0 D3 Business Edition S-S	£30995	212	119	31
<b>PASSAT 5dr estate</b> Supremely well-executed family-sized saloon	★★★★★				2.0 TDI 140 BMT S 2WD	£23155	138	138	17	1.6 D2 115 ES Nav	£21995	113	88	17	2.0 D4 R-Design Lux Nav S-S	£31145	178	99	28	2.0 D3 SE Lux Nav S-S	£29945	178	99	28	2.0 D3 SE Lux Nav S-S	£29945	178	99	28
1.6 TDI 120 GT	£26835	118	110	13	2.0 TDI 140 BMT S 4WD	£24925	138	150	17	1.6 D2 115 SE	£22320	113	88	17	2.0 D4 R-Design Lux Nav S-S	£31945	178	99	28	2.0 D3 SE Lux Nav S-S	£29945	178	99	28	2.0 D3 SE Lux Nav S-S	£29945	178	99	28
1.6 TDI 120 SE	£27345	118	107	15	2.0 TDI 140 BMT R-Line 4WD	£27610	138	150	18	1.6 D2 115 SE Nav	£22320	113	88	17	2.0 D4 R-Design Lux Nav S-S	£31945	178	99	28	2.0 D3 SE Lux Nav S-S	£29945	178	99	28	2.0 D3 SE Lux Nav S-S	£29945	178	99	28
1.6 TDI 120 SE	£24840	118	107	12	2.0 TDI 177 BMT R-Line 4WD	£28750	138	150	18	1.6 D2 115 SE Nav	£23520	113	88	17	2.0 D4 R-Design Lux Nav S-S	£31945	178	99	28	2.0 D3 SE Lux Nav S-S	£29945	178	99	28	2.0 D3 SE Lux Nav S-S	£29945	178	99	28
1.6 TDI 120 SE Business	£25540	118	107	12	<b>TOUAREG 5dr 4x4</b> Good value, and a great blend of comfort and deftness	£29755	175	151	23	1.6 D2 115 SE Nav	£24320	113	88	18	2.0 D4 R-Design Lux Nav S-S	£29645	178	99	28	2.0 D3 Business Edition S-S	£29645	178	99	28	2.0 D3 Business Edition S-S	£29645	178	99	28
2.0 TDI 150 GT	£27960	148	110	19	<b>TOUAREG 5dr 4x4</b> Good value, and a great blend of comfort and deftness	★★★★★				1.6 D2 115 SE Nav	£25520	113	88	18	2.0 D4 R-Design Lux Nav S-S	£28445	178	99	27	2.0 D3 Business Edition S-S	£28445	178	99	27	2.0 D3 Business Edition S-S	£28445	178	99	27
2.0 TDI 150 R-Line	£28955	148	110	19	3.0 V6 TDI 204 SE	£43415	204	173	39	1.6 D2 115 R-Design Lux Nav	£25305	113	88	17	2.0 D4 R-Design Lux Nav S-S	£33395	212	119	31	2.0 D3 Business Edition S-S	£33395	212	119	31	2.0 D3 Business Edition S-S	£33395	212	119	31
2.0 TDI 150 SE	£24870	148	107	21	3.0 V6 TDI 204 R-Line	£46415	204	173	40	1.6 D2 115 R-Design Lux Nav	£24295	113	88	17	2.0 D4 R-Design Lux Nav S-S	£33395	212	119	31	2.0 D3 Business Edition S-S	£33395	212	119	31	2.0 D3 Business Edition S-S	£33395	212	119	31
2.0 TDI 150 SE	£25965	148	107	19	3.0 V6 TDI 262 SE	£45215	258	174	42	1.6 D2 115 R-Design Lux Nav	£24295	113	88	17	2.0 D4 R-Design Lux Nav S-S	£33395	212	119	31	2.0 D3 Business Edition S-S	£33395	212	119	31	2.0 D3 Business Edition S-S	£33395	212	119	31
2.0 TDI 150 SE Business	£26665	148	107	19	3.0 V6 TDI 262 R-Line	£48215	258	174	42	1.6 D2 115 C-Country Lux Nav	£25970	113	88	18	1.6 T3 Business Edition S-S	£26675	148	135	21	2.0 D4 SE Lux Nav S-S	£26675	148	135	21	2.0 D4 SE Lux Nav S-S	£26675	148	135	21
2.0 TDI 190 GT	£29310	187	109	22	3.0 V6 TDI 262 SE	£48215	258	174	42	1.6 D2 115 C-Country SE Nav	£23320	113	99	16	1.6 T3 SE S-S	£26675	148	135	22	2.0 D4 SE Lux Nav S-S	£26675	148	135	22	2.0 D4 SE Lux Nav S-S	£26675	148	135	22
2.0 TDI 190 R-Line	£30305	187	109	23	3.0 V6 TDI 262 SE	£45415	258	180	42	1.6 D2 115 C-Country SE Nav	£24520	113	99	16	1.6 T3 SE S-S	£27175	148	135	23	2.0 D4 SE Lux Nav S-S	£27175	148	135	23	2.0 D4 SE Lux Nav S-S	£27175	148	135	23
2.0 TDI 240 BITDI SCR GT	£36040	237	140	28	<b>CARAVELLE 5dr mpv</b> Rugged workhorse to carry people	★★★★★				1.6 D2 115 C-Country Lux Nav	£25320	113	99	17	1.6 D2 Business Edition S-S	£21545	138	103	17	2.0 D4 SE Lux Nav S-S	£21545	138	103	17	2.0 D4 SE Lux Nav S-S	£21545	138	103	17
2.0 TDI 240 BITDI SCR R-Line	£37035	237	140	28	2.0 TDI 140 SE SWB	£35658	138	189	26	1.6 D2 115 C-Country Lux Nav	£25320	113	99	17	1.6 D2 Business Edition S-S	£22195	134	114	23	2.0 D4 SE Lux Nav S-S	£22195	134	114	23	2.0 D4 SE Lux Nav S-S	£22195	134	114	23
<b>PHAEON 4dr saloon</b> Big VW feels old now, and struggles to justify its price	★★★★★				2.0 TDI 140 SE 4Mot. SWB	£38484	138	206	26	2.0 D3 150 SE Nav	£26770	148	114	22	2.0 D3 SE Lux Nav S-S	£29495	134	114	24	2.0 D4 SE Lux Nav S-S	£29495	134	114	24	2.0 D4 SE Lux Nav S-S	£29495	134	114	24
3.0 V6 TDI 240 SWB	£55055	236	224	45	2.0 TDI 140 SE LWB	£37818	138	189	26	2.0 D3 150 SE Lux Nav	£26770	148	114	23	2.0 D3 SE Lux Nav S-S	£28695	134	114	23	2.0 D4 SE Lux Nav S-S	£28695	134	114	23	2.0 D4 SE Lux Nav S-S	£28695	134	114	23
3.0 V6 TDI 240 LWB	£57615	236	224	45	2.0 TDI 140 Exec SWB	£38478	138	189	26	2.0 D3 150 R-Design	£24345	148	114	21	2.0 D3 SE Lux Nav S-S	£28695	134	114	23	2.0 D4 SE Lux Nav S-S	£28695	134	114	23	2.0 D4 SE Lux Nav S-S	£28695	134	114	23
<b>TOURAN 5dr mpv</b> Good chassis but little inspiration. Bland appearance	★★★★★				2.0 TDI 140 Exec 4Mot. SWB	£41304	138	206	26	2.0 D3 150 R-Design Lux Nav	£25445	148	114	22	2.0 D3 SE Lux Nav S-S	£28695	134	114	23	2.0 D4 SE Lux Nav S-S	£28695	134	114	23	2.0 D4 SE Lux Nav S-S	£28695	134	114	23
1.2 TSI 105 S	£28350	177	150	24	2.0 BITDI 180 SE SWB	£37698	177	192	31	2.0 D3 150 R-Design Lux Nav	£25445	148	114	22	2.0 D3 SE Lux Nav S-S	£28695	134	114	23	2.0 D4 SE Lux Nav S-S	£28695	134	114	23	2.0 D4 SE Lux Nav S-S	£28695	134	114	23
1.2 TSI 105 S	£19790	104	149	12	2.0 BITDI 180 SE LWB	£40524	177	208	32	2.0 D3 150 C-Country SE	£25770	148	117	21	1.6 D2 R-Design Lux Nav S-S	£31845	113	108	19	2.0 D4 SE Lux Nav S-S	£31845	113	108	19	2.0 D4 SE Lux Nav S-S	£31845	113	108	19
1.4 TSI 140 SE	£23600	138	159	18	2.0 BITDI 180 Exec SWB	£42414	177	199	31	2.0 D3 150 C-Country SE Nav	£25770	148	117	21	1.6 D2 R-Design Lux Nav S-S	£30445	113	108	18	2.0 D4 SE Lux Nav S-S	£30445	113	108	18	2.0 D4 SE Lux Nav S-S	£30445	113	108	18
1.6 TDI 105 Blue Tech S	£21600	104	121	14	2.0 BITDI 180 Exec DSG	£42414	177	199	31	2.0 D4 190 SE	£24570	187	99	26	1.6 D2 R-Design Lux Nav S-S	£29245	113	108	18	2.0 D4 SE Lux Nav S-S	£29245	113	108	18	2.0 D4 SE Lux Nav S-S	£29245	113	108	18
1.6 TDI 105 Blue Tech SE	£23705	104	121	14	2.0 BITDI 180 Business SWB DSG	£46794	177	214	31	2.0 D4 190 SE Nav	£25770	187	99																

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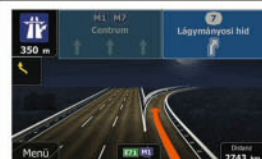
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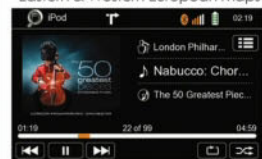
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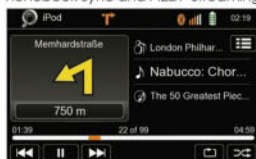
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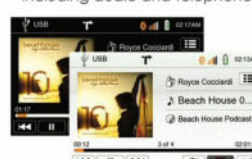
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ABB 33S	BHR 6L	8362 DA	(DICKS)	GS 7657	15 JNP	LDT 280	X51 MON	T30 OSL	3238 RH	SHC 5	PA 63 TTS
ABD 968	639 BHR	8867 DA	N1EKS	GSL 10	18 JOE	LDT 703	472 MPD	X30 OSL	RHA 182	SIB 2882	
ABT 14B	E17 BJS	795 DAE	(NICKS)	58 GT	JOB 8B	700 LEA	MRH 147A	F401 OUD	RHK 8W	SJ 2054	TYM 728
ABW 523	27 BJW	397 DAN	ELK 13C	888 GT	JOC 55S	LEE 33S	666 MS	CA 51 OUT	RHY 5K	W2 SJC	A7 UNE
8875 AC	86 BL	DBN 875	ELL 9S	GT 978	JOH 8N	666 LEE	MSE 9	EGO BOYS	RIJ 4268	SJN 15	
ADB 55	52 BN	DC 5186	MY 11 ENE	307 GTM	JON 77S	F33 LER	MSU 719	PAK 3	RJ 8878	999 SK	C1 UUB
ADC 30	HU 11 BOX	DCB 3S	ENR 51	F365 GTS	737 JON	KY 11 LES	MSU 866	PAM 29S	W7 RJB	SKW 1N	R7 UUU
UF 04 ADE	2272 BP	DER 2K	FAST ENZ	GUE 626	8888 JP	D44 LES	MSV 139	PAM 555X	Y10 RJB	8571 SM	
LO 55 ADJ	6090 BP	DEZ 27	653 ERB	GUS 55S	736 JPE	LES 508	5176 MT	888 PAM	S40 RJC	9960 SM	VAL 406
777 AE	683 BPK	1347 DF	ERD 777	GUY 129N	JPR 774	OK 1 4LEX	6766 MT	PAT 311S	RJS 10	SMC 4A	VAZ 2277
A15 AFE	BRA 7S	3368 DF	ESC 10M	GWC 837	JRK 589	LFM 3T	8206 MT	D329 PAT	6 RJT	G3 SMY	
AFM 671	BRS 1	DFM 3X	L338 EST	CA 14 HAN	JSD 5W	LHE 762	MTA 46	A734 PAT	RJT 28	86 SN	VBH 624
AGH 1	T222 BSB	DFP 503	3260 ET	WH 07 HAT	JSK 621	LIA 25	MU11PET	D967 PAT	RJW 73S	T17 SOK	VDR 434
W22 AJB	BSE 6S	444 DG	MU 53	HAW 3N	A190 JSM	LIJ 47	MUM 620	PBJ 7M	814 RLG	SOW 779	
AJB 97	BSJ 10	DG 1167	EUM	HBX 289	JT 391S	T5 LJB	MUS 7T	PBW 1P	A20 RLH	632 SPD	VIL 1551
444 AJD	65S BSM	94 DGA	8 EUX	HBZ 121	1 JUV	B7 LKM	NA 10 MYS	J800 PCS	E9 RLS	69 SRR	VLN 308
535 ALN	H3 BSO	DHJ 5	EVE 129	22 HCR	JW 8	LOU 110Y	C10 NAR	PDG 880	RN 4199	2222 SS	VUL 64R
PRO GAME	DE 13 BSY	DIW 303	EVO 5X	HEB 850	JW 2991	887 LOT	R100 NAS	218 PDH	S11 RNC	F6 SSC	
AMY 848E	RO 13 BSY	DIW 329	EWL 35	HEB 917	3584 JW	LPH 3W	NAT 1S	PDS 15	RNS 9	STE1N	VWC 20V
888 AN	EL 53 BTH	DIW 8770	EXC 17E	HEL 70	4283 JW	LPM 934	30 NAT	PEC 7	ROB 33Y	8888 ST	4043 VZ
214 ANG	BUD 448	DIW 8770	FAG 874	HGM 7	7929 JW	LRT 37	SE 51 NAZ	MU 11 PET	ROD 274N	STM 111S	
ANN 444X	BW 4150	DJS 502	595 FAJ	A1 HJK	8355 JW	LS 5351	BM 51 NAZ	3 PEV	ROI 6766	STP 64	46 W
AOO 6	4444 BW	DJT 39	FAT 711Y	HJW 94S	340 JWD	LS 9046	T110 NBY	PFW 4V	ROI 8031	W13 STS	4253 W
A18 APW	BW 8534	DJT 39	A45 FAY	541 HNK	JYM 6W	LSB 63	NCO 204	9482 PG	ROS 44X	STU 977	
9262 AR	912 BWO	DL 7841	T1 FES	HOT 777S	W7 KAR	B2 LUE	NCR 672	D4 PHN	ROX 6N	TA 53 STY	WBW 4H
84 AS	DO 13 BYS	423 DLW	FFC 467	B8 HRB	W8 KAR	LUV 20K	56 ND	PIJ 194	RPC 44	82 SUE	WBZ 1238
AS1789	46 C	555 DM	FIW 527	454 HRH	A17 KAT	42 LW	D6 NDY	PJH 2C	RPU 111N	B438 SUE	
5348 AT	78 C	7777 DM	FJD 318	8888 HS	KCM 31	666 LW	NEC 4	PJL 767	E50 RRH	SUE 555Y	WCL 751
8642 AT	83 C	B5 DMB	FJR 35	HS 7252	B11 KCR	LYB 650V	NEN 443	5304 PK	4444 RS	SCV 2	WDF 46
455 ATH	290 C	DMG 1G	27 FK	HSM 78	Y417 KEE	LYM 10W	L111 NES	9378 PL	5000 RS	SWC 8W	14 WE
AUE 1Y	999 CA	DOG 64R	FKC 873	HTP 596	KN 03 KER	LYN 37S	NEW 46E	PLS 6	RSC 77	TAB 13D	WHO5 V
AVB 81	CAM 80W	528 DPB	M6 FOO	HWS 22	KER 348	MAG 157V	NFS 1	198 PMJ	RSE 9	TAH 19S	
5123 AW	CAP 574N	DPC 4T	1 FP	IIB 85	V16 KEY	MAJ 136	P151 NGH	PMS 1P	RSJ 12	TAS 16	WKB 332
8269 AW	L19 CAS	587 DPG	48 FP	579 JAB	B8 KFB	HE 10 MAZ	NGL 76	TW 02 POT	12 RSJ	TAS 479	WKK 195
8381 AW	CAT 11A	DPP 83	FRW 9C	JA1 11	KHA 17N	2001 MB	A50 NG5	53 PS	9 RSM	TAW 777R	
9994 AW	B14 CBR	DPT 668	FUS 173S	43 JAK	KHA 777S	MC 98	NJ 6348	PS 3333	RUB 888Y	TB 250	WME 356
559 AWA	7777 CC	6666 DR	72 FVP	9 JAP	KJ 4631	MCC 32	NJP 10	7 PSR	C6 RVE	TBJ 762	WPK 548
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AWH 805	8560 CD	4444 DS	GAM 9S	D17 JAX	KJS 99	MCR 43S	NLM 153	3946 PW	RYS 1	TBM 439	
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OO 08 BBB	COG 1E	E6 DYS	GE 03 GEY	JG 94	KSV 189	1094 MG	NST 77	RB 9858	SB 9033	86 TK	WXS 2
BBC 765	V12 COM	T16 EAS	444 GH	143 JGA	354 KTB	5268 MG	NVT 10W	92 RD	3 SBG	TLN 2W	WYE 39
BCC 4W	RO 55 COX	600 EBC	377 GHN	JGM 12	69 KVK	7704 MG	NW 458	RD 2529	SBR 30	P1 TOK	
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BFS 7S	CUR 114M	EJM 84	GMC 5V	JM 2	P666 JMC	905 MJO	OCU 1	TY 13 RES	666 SE	6951 TR	DE51YRE
444 BG	CWC 258	EJP 730	L16 GML	JM 8172	JN 7697	1 MJX	8 OLY	RFM 806L	V35 SEL		
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MATT BURT

Rear View Mirror: tales from our archive

# Aston Martin enters Formula 1

## 24 April 1959



**A**ston Martin is so symbiotic with sportscar racing that its short-lived foray into Formula 1 is rarely recalled – hardly surprising, given that the project epically underachieved compared with the manufacturer's exploits in endurance racing.

Due to sportscar racing commitments, the development programme for David Brown's grand prix car, the DBR4/250, was lengthy and stuttering. It took at least three years to move from a germ of an idea to reality, but by the middle of 1958 the likes of Roy Salvadori, Stirling Moss and Tony Brooks were testing it.

In fact, it was something of a surprise that the DBR4/250 got built at all, because during its gestation motorsport's governing body, the CSI, announced a sea change in F1.

Autocar reported: "At one time, when the CSI announced the new grand prix engine formula of 1.5 litres for 1961, David Brown seriously considered abandoning the whole project, but his better judgment which prevailed him to keep it going is to be applauded, for it will increase competition during the two years the current formula has to run."

So Aston Martin trimmed down its sportscar programme for the 1959 season, concentrating on Le Mans

### The DBR4/250 never looked like a winner in its grand prix outings, proving too heavy and underpowered

(which it won with the DBR1), and ploughed its efforts into single-seaters.

"Technical details of the car are still closely guarded, but in many of its features it bears a very close resemblance to the existing models already emanating from Feltham," wrote Autocar. "For instance, the front suspension is identical in its layout to that of the DB4 introduced last autumn and, in fact, appears to use some of the actual parts.

"It is apparent that the rear end bears a very close resemblance to the sportscars, for it has a de Dion axle located transversely by Watts linkage and parallel radius arms at each side. The combined five-speed gearbox and final drive is mounted at the rear.

"The chassis frame, of tubular

space-type construction, is built up with small-diameter chrome-molybdenum. The front-mounted 2493cc straight six engine is sleeved down from the 3.7-litre unit used in Aston's road cars."

Aston Martin didn't release an official power figure for the engine but estimated it at "very close to 260bhp, with peak power developed somewhere between 7500 and 8000rpm".

The DBR4/250 made its debut in the non-championship BRDC International Trophy Race at Silverstone on 2 May 1959. Salvadori claimed a promising second place, but the result was a false dawn. The car never looked like a winner in subsequent grand prix outings, proving too heavy and underpowered, with the claimed power figure regarded as optimistic by many observers. By this point, several F1 teams had also discovered the benefits of mounting the engine behind the driver, and cars from Lotus and Cooper made the Aston Martin look somewhat dated.

The DBR4/250 was evolved into the DBR5 for 1960, but it became increasingly clear that juggling F1 and sportscar racing was too much for Aston Martin. After one uncompetitive outing at Silverstone, the project was cancelled and Aston retrained its focus on sportscar racing.

Got an opinion? Email us at [autocar@haymarket.com](mailto:autocar@haymarket.com)

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